



Calhoun: The NPS Institutional Archive
DSpace Repository

Theses and Dissertations

Thesis and Dissertation Collection

1986

Development of a mathematical model that simulates the longitudinal, and lateral-directional response of the F/A-18 for the study of flight control reconfiguration.

Rojek, Fredric W.

Monterey, California: U.S. Naval Postgraduate School

<http://hdl.handle.net/10945/21787>

Downloaded from NPS Archive: Calhoun



Calhoun is a project of the Dudley Knox Library at NPS, furthering the precepts and goals of open government and government transparency. All information contained herein has been approved for release by the NPS Public Affairs Officer.

Dudley Knox Library / Naval Postgraduate School
411 Dyer Road / 1 University Circle
Monterey, California USA 93943

<http://www.nps.edu/library>

DUDLEY KNOX LIBRARY
NAVAL POSTGRADUATE SCHOOL
MONTEREY, CALIFORNIA 93943-6000

NAVAL POSTGRADUATE SCHOOL

Monterey, California



THESIS

DEVELOPMENT OF A MATHEMATICAL MODEL
THAT SIMULATES THE LONGITUDINAL, AND
LATERAL-DIRECTIONAL RESPONSE OF THE
F/A-18 FOR THE STUDY OF
FLIGHT CONTROL RECONFIGURATION

by

Fredric W. Rojek

September 1986

Thesis Advisor:

Daniel J. Collins

Approved for public release; distribution unlimited.

J232476

REPORT DOCUMENTATION PAGE

REPORT SECURITY CLASSIFICATION UNCLASSIFIED		1b. RESTRICTIVE MARKINGS	
SECURITY CLASSIFICATION AUTHORITY		3. DISTRIBUTION/AVAILABILITY OF REPORT Approved for public release; distribution unlimited.	
DECLASSIFICATION/DOWNGRADING SCHEDULE			
PERFORMING ORGANIZATION REPORT NUMBER(S)		5. MONITORING ORGANIZATION REPORT NUMBER(S)	
NAME OF PERFORMING ORGANIZATION Naval Postgraduate School		6b. OFFICE SYMBOL (If applicable) Code 67	7a. NAME OF MONITORING ORGANIZATION Naval Postgraduate School
ADDRESS (City, State, and ZIP Code) Monterey, California 93943-5000		7b. ADDRESS (City, State, and ZIP Code) Monterey, California 93943-5000	
NAME OF FUNDING/SPONSORING ORGANIZATION		8b. OFFICE SYMBOL (If applicable)	9. PROCUREMENT INSTRUMENT IDENTIFICATION NUMBER
ADDRESS (City, State, and ZIP Code)		10. SOURCE OF FUNDING NUMBERS	
		PROGRAM ELEMENT NO	PROJECT NO
		TASK NO	WORK UNIT ACCESSION NO.
TITLE (Include Security Classification) DEVELOPMENT OF A MATHEMATICAL MODEL THAT SIMULATES THE LONGITUDINAL, AND LATERAL-DIRECTIONAL RESPONSE OF THE F/A-18 FOR THE STUDY OF FLIGHT CONTROL RECONFIGURATION			
PERSONAL AUTHOR(S) ROJEK, FREDRIC W.			
TYPE OF REPORT Master's Thesis	13b. TIME COVERED FROM TO	14. DATE OF REPORT (Year, Month, Day) September 1986	15. PAGE COUNT 286
SUPPLEMENTARY NOTATION			
COSATI CODES		18. SUBJECT TERMS (Continue on reverse if necessary and identify by block number)	
FIELD	GROUP	SUB-GROUP	
ABSTRACT (Continue on reverse if necessary and identify by block number)			
<p>A linearized mathematical model is developed which simulates the dynamic response of the Navy F/A-18 for the study of flight control reconfiguration. The aircraft is modeled as a multi-input multi-output, sampled data, closed system, which couples the dynamics of the flight control system to the aircraft linearized small perturbation equations. The discrete time, state variable equations for the system are then formulated. A computer program is developed which will compose the model matrices and compute the response of the aircraft to stick and rudder inputs.</p> <p>To study flight control reconfiguration, the model allows individual actuation of either a left or right control surface. Aircraft response to the actuation loss of either the left or right stabilator is simulated in the program. The program is designed to implement the reconfigurable control system currently under study for the Self-Repairing Digital Flight Control system.</p>			
DISTRIBUTION/AVAILABILITY OF ABSTRACT <input checked="" type="checkbox"/> UNCLASSIFIED/UNLIMITED <input type="checkbox"/> SAME AS RPT <input type="checkbox"/> DTIC USERS		21. ABSTRACT SECURITY CLASSIFICATION UNCLASSIFIED	
NAME OF RESPONSIBLE INDIVIDUAL Daniel J. Collins		22b. TELEPHONE (Include Area Code) (408) 646-2826	22c. OFFICE SYMBOL Code 67Co

Block 19. ABSTRACT (cont'd)

The computer simulation was written in VS FORTRAN. A copy of the program and simulation results are included in the appendices.

Approved for public release; distribution unlimited.

Development of a Mathematical Model that Simulates the
Longitudinal, and Lateral-Directional Response of the F/A-18
for the Study of Flight Control Reconfiguration

by

Fredric W. Rojek
Lieutenant, United States Navy
B.S.E.E., State University of New York at Buffalo

Submitted in partial fulfillment of the
requirements for the degree of

MASTER OF SCIENCE IN AERONAUTICAL ENGINEERING

from the

NAVAL POSTGRADUATE SCHOOL
September 1986

ABSTRACT

A linearized mathematical model is developed which simulates the dynamic response of the Navy F/A-18 for the study of flight control reconfiguration. The aircraft is modeled as a multi-input multi-output, sampled data, closed system, which couples the dynamics of the flight control system to the aircraft linearized small perturbation equations. The discrete time, state variable equations for the system are then formulated. A computer program is developed which will compose the model matrices and compute the response of the aircraft to stick and rudder inputs.

To study flight control reconfiguration, the model allows individual actuation of either a left or right control surface. Aircraft response to the actuation loss of either the left or right stabilator is simulated in the program. The program is designed to implement the reconfigurable control mixer, currently under study for the Self-Repairing Digital Flight Control System.

The computer simulation was written in VS FORTRAN. A copy of the program and simulation results are included in the appendices.

TABLE OF CONTENTS

I.	INTRODUCTION	10
II.	MODEL METHODOLOGY	15
	A. INTRODUCTION	15
	B. FLIGHT CONTROL SYSTEM DESCRIPTION	15
	C. F/A-18 DYNAMIC MODEL OVERVIEW	20
III.	MODEL DEVELOPMENT	27
	A. CONTROL LAW MODEL DEVELOPMENT	27
	B. AIRCRAFT MODEL DEVELOPMENT	40
	C. ASSEMBLING THE OVERALL SYSTEM MODEL	50
	D. MODELING EFFECTOR IMPAIRMENT	52
	E. CONCLUSION	55
IV.	PROGRAM DEVELOPMENT AND MODEL VALIDATION	56
	A. INTRODUCTION	56
	B. PROGRAM STRUCTURE	56
	C. PROGRAM TESTING AND MODEL VALIDATION	64
V.	CONCLUSIONS AND RECOMMENDATIONS	70
APPENDIX A:	FUNCTIONAL MATHEMATICAL DESCRIPTIONS	72
APPENDIX B:	DIGITAL FILTERS MODELS	111
APPENDIX C:	SIGNAL PATH TRANSFER FUNCTIONS AND STATE SPACE MODELS	115
APPENDIX D:	CONTROL LAW MATRICIES	123
APPENDIX E:	STABILITY AND CONTROL DERIVATIVE DEFINITIONS AND UNITS	125
APPENDIX F:	ACTUATOR TRANSFER FUNCTIONS	132
APPENDIX G:	AIRCRAFT SENSOR TRANSFER FUNCTIONS	137
APPENDIX H:	SIMULATION PROGRAM SUBROUTINES	138

APPENDIX I: F/A-18 EXEC PROGRAM	152
APPENDIX J: FLIGHT CONDITIONS AND STABILITY AND CONTROL DERIVATIVES	153
APPENDIX K: F/A-18 RESULTS FILE	155
APPENDIX L: MCDONNELL DOUGLAS MODEL RESPONSE PLOTS	183
APPENDIX M: THESIS MODEL RESPONSE PLOTS	188
APPENDIX N: COMPUTER PROGRAM	209
LIST OF REFERENCES	249
INITIAL DISTRIBUTION LIST	250

LIST OF TABLES

2.1	MOTION VARIABLE AND CONTROL SURFACE NOMENCLATURE	22
3.1	CONTROL LAW TRANSFER FUNCTION NOTATION	28
3.2	FUNCTION INPUT VARIABLES	31
3.3	AIRFRAME VARIABLE DEFINITIONS	43
4.1	INPUT/OUTPUT FILE DEFINITIONS	58

LIST OF FIGURES

1.1	Tactical Aircraft Battle Damage Repair Statistics ...	11
2.1	Functional Block Diagram of Flight Control System ...	17
2.2	Control Surface Positions and Direction of Positive Deflection	19
2.3	Functional Block Diagram of F/A-18 Model	21
2.4	Mathematical Operation Performed by Impulse Sampler .	26
2.5	Mathematical Operation Performed by Zero Order Hold .	26
3.1	Simplified Longitudinal Control Law Diagram	29
3.2	Simplified Lateral-Directional Control Law Diagram ...	30
3.3	Control Law Command Signal Distribution and Gains ...	41
3.4	Effector Impairment Classes	53
4.1	Simulation Program Flow Diagram	57

ACKNOWLEDGEMENTS

I wish to express a sincere thank you to those who went out of their way to assist me in the preparation of this thesis: Mr. Duane Robertus of the Air Force Wright Aeronautical Laboratories; Mr. Mark Franko of the Naval Air Test Center; Mr. Marle D. Hewett; and Mr. Ed Funke of McDonnell Douglas. I also wish to express my appreciation to Professor Dan Collins whose patience and assistance made it possible for me to complete this project. CDR Val Gavito worked many hours to detect and correct several critical errors which enabled the program to operate properly. His efforts are deeply appreciated.

Finally I wish to acknowledge the support of my family. Deborah, Lauren, and Audra, who have seen too little of me for too long.

I. INTRODUCTION

Tactical aircraft face airborne and ground based threats which continue to grow in number and capability. In future combat engagements the lethality of these systems will pose a considerable threat to aircraft survivability. In addition to combat losses, the loss of aircraft in battle damage repair, or awaiting repair, will significantly reduce our tactical forces. Projections on the survivability of NATO forces [Ref. 1] during the initial days of engagement indicate 68% of the tactical aircraft will be out of action after the third day of battle. Of this total, 22% will be lost in combat and 46% lost while in repair or awaiting repair. This is indicated in Fig. 1.1 which comes from Reference 1. It is clear from projections such as this, if our forces are to remain a superior threat to the enemy, continued emphasis must be given to reduce the combat vulnerability, and increase the reliability and maintainability of our tactical aircraft.

To improve the combat effectiveness of future tactical aircraft, the United States Air Force initiated the Self Repairing Flight Control System, Reliability and Maintainability Program. Reference 2 outlines the program plan and goals. An Air Force sponsored study [Ref. 1] showed that significant improvements in aircraft survivability and

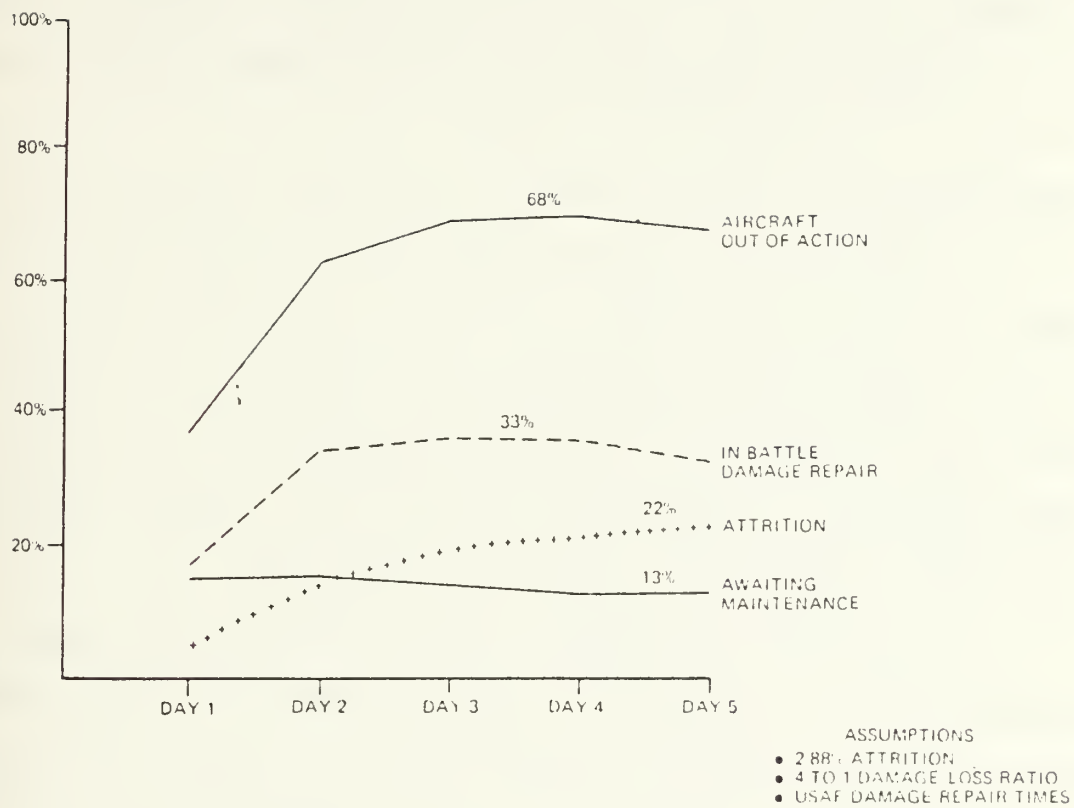


Figure 1.1 Tactical Aircraft Battle Damage Repair Statistics

reliability can be achieved with a self repairing digital flight control system.

One of the principle features of a self repairing system is flight control reconfiguration. A reconfigurable flight control system automatically counters aircraft loss of control due to impairment, or loss, of a control effector. The fundamental idea is to utilize the existing undamaged effectors to preserve the normal flying qualities of the unimpaired aircraft. The approach outlined in Reference 1 is to design a reconfigurable control mixer to be placed between the flight control laws and the control effectors. In the face of aircraft impairment the mixer would reallocate control commands to the unimpaired effectors so that flight critical pitch, yaw, and rolling moments would be preserved to the maximum extent possible. Using the control mixer concept, the existing flight control laws would not be altered.

Although the development of the self repairing system is intended for the advanced tactical aircraft, it is possible that the mixer could be implemented in existing airframes. This could be done with a control reconfiguration module interposed between the aircraft flight control computers and fly-by-wire actuators [Ref. 1].

For this thesis the McDonnell F/A-18 was chosen to study the reconfigurable control law concept utilizing the control mixer as described above. This choice was made based on the following assumptions given in Reference 1 for implementation

of the reconfiguration control law process in an existing airframe:

- 1) "The effector complement provides redundant effector systems and surplus control power for each flight critical control force and moment."
- 2) "The flight control is a full authority, fly-by-wire digital flight control system."
- 3) "A control law design exists which has been carried out for the unimpaired airplane, but which is sufficiently robust that only first order impairment-induced stability derivative changes need be accounted for in a drop-in reconfigurable mixer."

Based upon these assumptions it is felt that the F/A-18 is well suited for the reconfigurable control law study.

In this thesis a linearized mathematical model was developed which simulates the dynamic response of the F/A-18 aircraft to stick and rudder inputs. The model includes the control laws for the longitudinal, lateral, and directional axes for the cruise phase of flight. The fly-by-wire actuators and sensor dynamics were modeled and joined to the airframe linearized, small perturbation model. The perturbation model was obtained from the Simulation Control and Technology Group, Flight Systems Branch, Strike Aircraft Test Directorate, at the Naval Air Test Center. A computer program was developed which, with existing software at the Naval Postgraduate School, will simulate F/A-18 longitudinal, lateral, and directional response to stick and rudder inputs.

The model was designed to implement the control mixer gain concept outlined above. Future work at NPS will utilize the simulation program to develop algorithms for determining

the control mixer gain matrix. In addition the program will be used to study modern control augmentation systems and aircraft stability and control.

II. MODEL METHODOLOGY

A. INTRODUCTION

This chapter discusses the methods and assumptions used to formulate a mathematical model which simulates the dynamic response of the F/A-18 aircraft. The flight control system is described, including the simplifying assumptions used to develop the control system model. An overview of the complete system, which couples the control system model with the airframe small perturbation model, is then given with a brief description of each functional component.

B. FLIGHT CONTROL SYSTEM DESCRIPTION

A detailed description of the F/A-18 control system and theory of operation can be found in the Flight Control System Design Report by McDonnell Aircraft Company [Ref. 3]. The following discussion briefly describes the basics of the flight control system and the control law mechanization, and is intended to facilitate understanding the model development.

The primary flight control system in the F/A-18 is a fly-by-wire, full authority, control augmentation system. The control law computations are performed by four flight control computers operating in parallel. Each computer receives input from the aircraft motion sensors, air data computer, and pilot stick commands. The computer operates on the input signals according to the control law algorithms

and outputs the command signals to fly-by-wire electrohydraulic servoactuators. Figure 2.1, taken from Reference 3, shows a functional block diagram of the flight control system. Exclusive of angle of attack and air data sensors, the system has quadruplex redundancy. The system provides two fail operate performance for augmented motion feedback control. A third failure causes the system to revert to either open loop direct electrical link control, or stabilator mechanical control.

The control augmentation system is gain scheduled with angle of attack and air data to provide optimum flying qualities throughout the flight envelope. Cross axis interconnects (e.g., rolling surface to rudder interconnect) are provided for turn coordination and maneuverability at high angles of attack. The control system also provides feedback to counter inertial coupling at high roll rates.

The F/A-18 has ten primary flight control surfaces: Right and left stabilators, leading edge flaps, trailing edge flaps, ailerons, and rudders. Longitudinal control is provided by collective stabilator, and collective leading and trailing edge flaps. Lateral-directional control is provided by differential stabilator, differential leading and trailing edge flaps, ailerons, and rudders. Collective leading and trailing edge flap deflections are scheduled by the control laws and are a function of angle of attack. The flap positions are designed to provide optimum L/D during

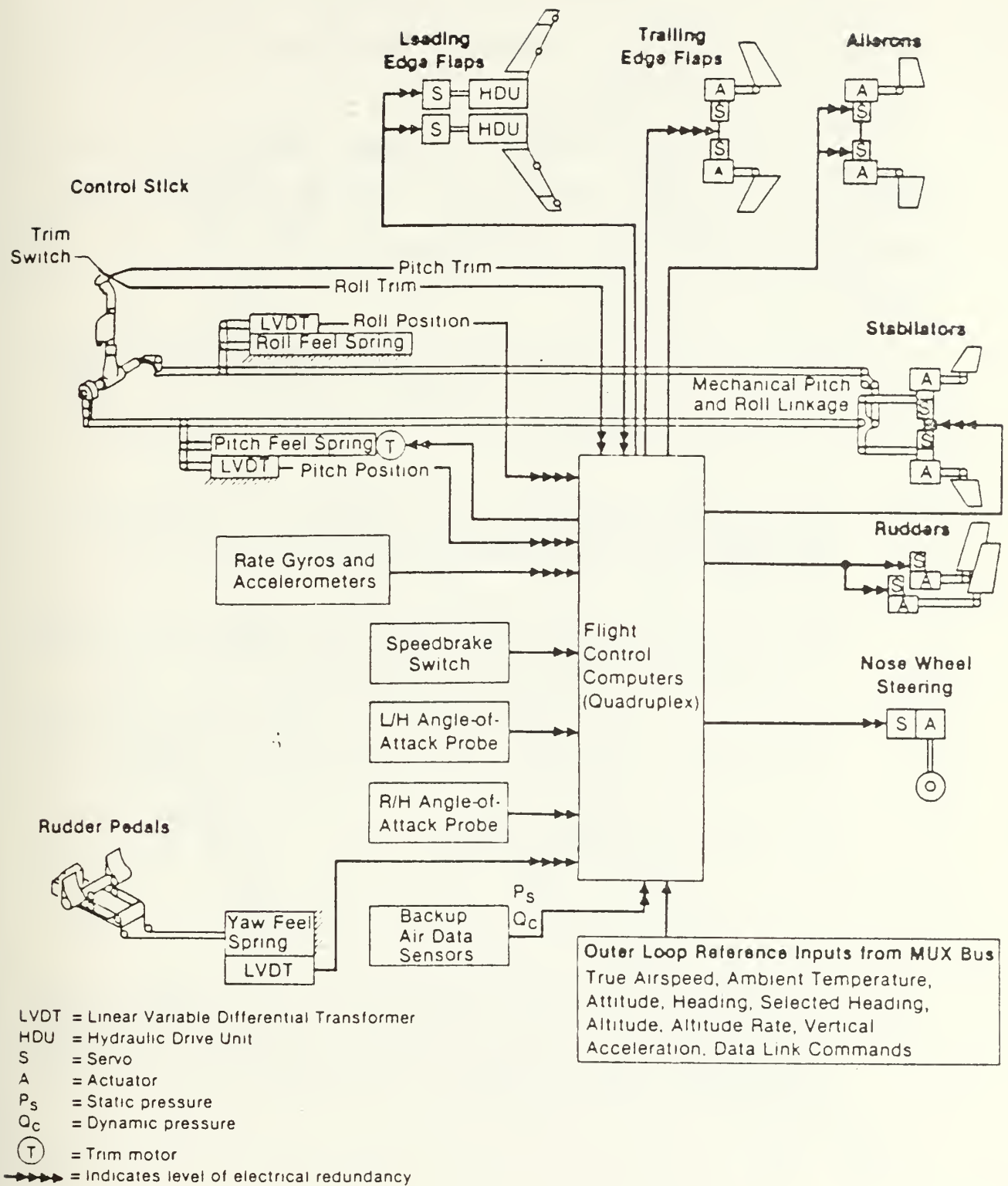
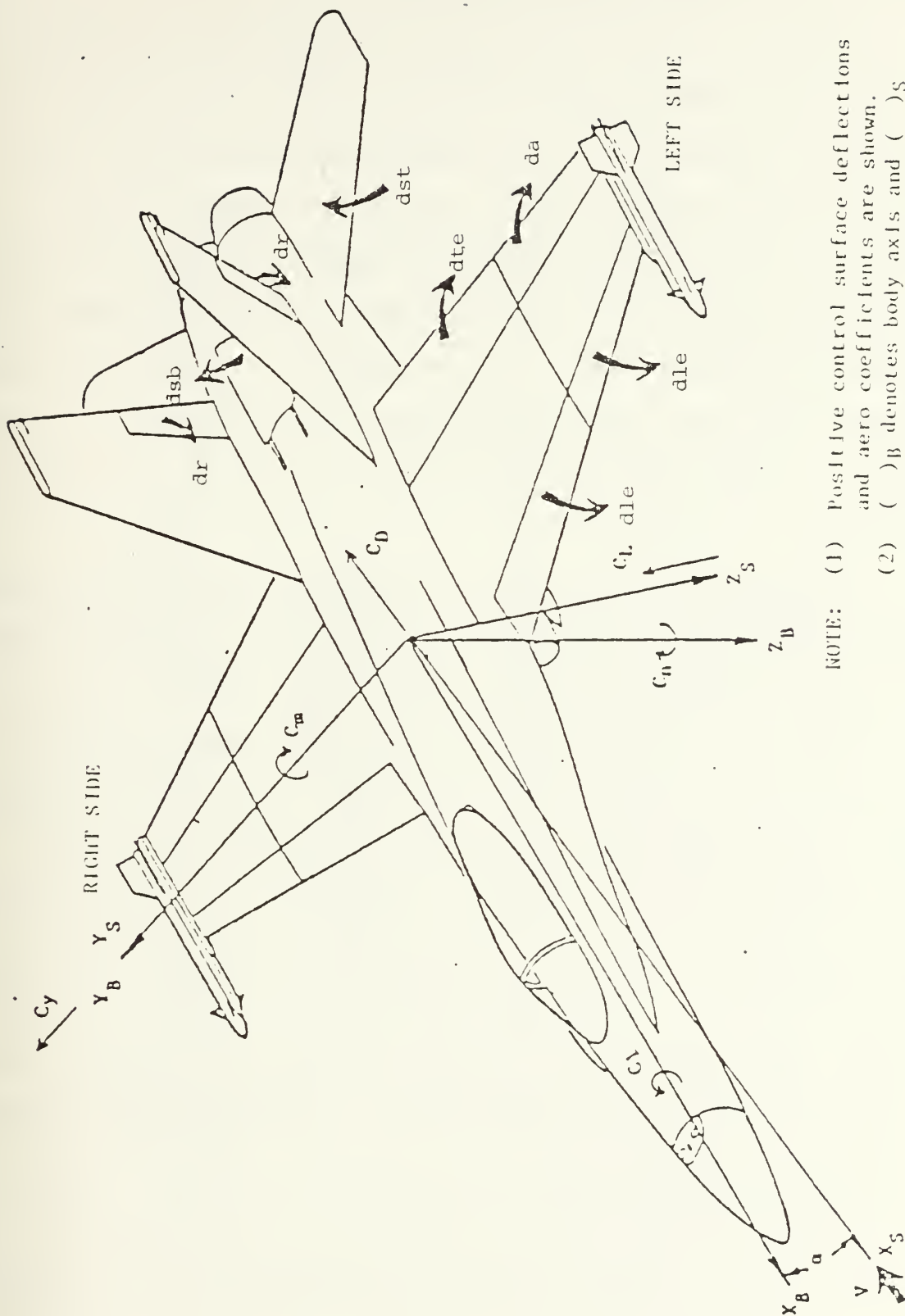


Figure 2.1 Functional Block Diagram of Flight Control System

cruise, and improve flying characteristics in maneuvering and high angle of attack flight. Figure 2.2, copied from Reference 3, shows the control surface positions and direction for positive deflection.

The objective of the thesis did not require a complete model of the F/A-18 control system as given in Reference 3. The following assumptions were made to reduce the model complexity.

- 1) The aircraft is operating in the up and away flight phase. Under this assumption the control laws are operating in the auto-flaps-up configuration. Control law configurations for the takeoff and landing phases were not modeled.
- 2) Only inner loop control is modeled. For inner loop control the pilot provides commands to the system. The auto functions (outer loop control) were not modeled.
- 3) Control is provided by the control augmentation system. The unaugmented modes such as direct electrical link or mechanical backup are not modeled.
- 4) The failure logic provided to reconfigure the control laws in the event of a sensor or actuator failure is not modeled.
- 5) The aircraft is operating with gear up, speedbrakes in, and no external stores.
- 6) Spin mode control logic is not modeled.
- 7) The aircraft trim system is not modeled.
- 8) High angle of attack conditions are not considered in the thesis model, therefore control law configurations for this flight condition are not modeled. For this thesis high angle of attack is defined as flight conditions above 15 degrees.



- NOTE: (1) Positive control surface deflections and aero coefficients are shown.
 (2) ()_B denotes body axis and ()_S denotes stability axis.

Figure 2.2 Control Surface Positions and Direction of Positive Deflection

C. F/A-18 DYNAMIC MODEL OVERVIEW

The functional block diagram of the F/A-18 model which couples the flight control system to the basic airframe is shown in Figure 2.3. The diagram represents a multi-input multi-output, sampled data, closed loop control system. Theory on the analysis of sampled data systems, as the one shown in Fig. 2.3, is extensive and covered in a number of texts (see references). The development of the F/A-18 model assumes the reader has a rudimentary understanding of control theory, and in particular the theory of sampled data control systems.

In the nomenclature used to represent the control signals pilot inputs are prefixed by the letter 'P'. Actuating signals, and signals produced by the aircraft sensors are prefixed by the letter 'E'. Control surface deflections are prefixed by the letter 'D'. The nomenclature used to represent the aircraft perturbed motion variables and control surfaces is given in Table 2.1. To denote the motion axis which is being controlled, the signal will be suffixed with either x, y, or z to denote longitudinal, lateral, or directional axis respectfully. Finally a matrix or a vector will be denoted by an upper case letter. A scalar will be denoted by a lower case letter.

The input vector shown in Fig. 2.3,

$$P(t)^t = [p_x(t) \ p_y(t) \ p_z(t)] \quad (2.1)$$

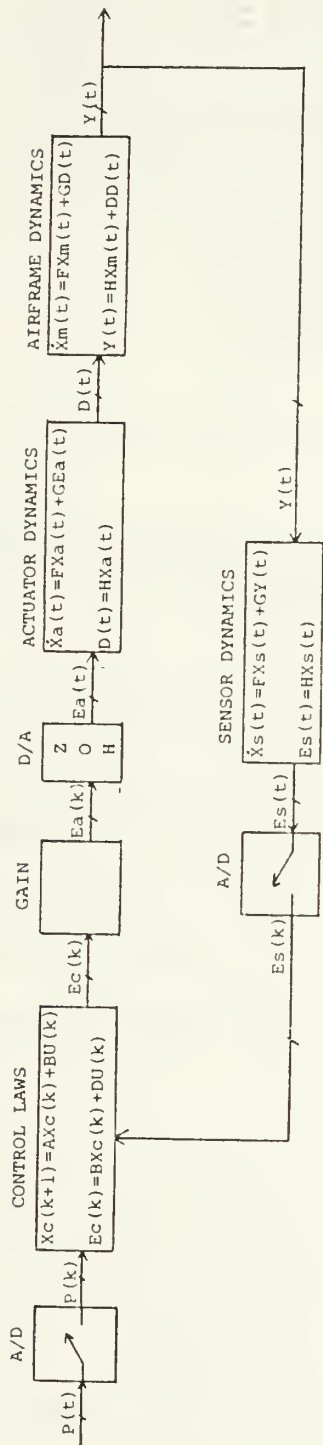


Figure 2.3 Functional Block Diagram of F/A-18 Model

TABLE 2.1
MOTION VARIABLES AND CONTROL SURFACE NOMENCLATURE

q	pitch rate	DEG/SEC
nz	normal acceleration	G
aa	angle of attack	DEG
yr	yaw rate	DEG/SEC
rr	roll rate	DEG/SEC
ny	lateral acceleration	G
str	right stabilator	DEG
stl	left stabilator	"
ter	right trailing edge flap	"
tel	left trailing edge flap	"
ler	right leading edge flap	"
lel	left leading edge flap	"
ar	right aileron	"
al	left aileron	"
rr	right rudder	"
rl	left rudder	"

represents the aircraft longitudinal and lateral stick, and rudder deflection in inches. The output vector,

$$Y(t)^t = [q(t) \text{ } nz(t) \text{ } aa(t) \text{ } yr(t) \text{ } rr(t) \text{ } ny(t)] \quad (2.2)$$

represents the perturbed motion of the aircraft about some steady state operating condition. The motion variable units are degrees, degrees/sec, and G's. Each block in the diagram contains a mathematical model which simulates the dynamics of that particular component. The control law block contains the aircraft flight control law algorithms modeled as linear, time invariant, discrete state equations. One processing channel of the flight control computer described above is represented in the control law model. The input vectors to the control law model are the discrete stick and rudder input signals in inches,

$$P(k)^t = [px(k) \ py(k) \ pz(k)] \quad (2.3)$$

and the discrete motion feedback signals from the sensors,

$$Es(k)^t = [q(k) \ nz(k) \ aa(k) \ yr(k) \ rr(k) \ ny(k)] \quad (2.4)$$

(The units of the motion feedback signals are degrees, degrees/sec, and G's). The input vector to the control law equations is therefore

$$U(k)^t = [Es(k) \mid P(k)] \quad (2.5)$$

The output vector from the control law block,

$$Ec(k)^t = [estr(k) \ estl(k) \ eler(k) \ elel(k) \ eter(k) \\ etel(k) \ ear(k) \ eal(k) \ err(k) \ erl(k)] \quad (2.6)$$

represents the discrete command signals to the flight control actuators in degrees. The actuator command signals enter the GAIN block which represents the configuration gain matrix discussed in the introduction. The state space equations shown in the actuator block model the dynamics of the flight control actuators. The input vector to the actuator block,

$$Ea(t)^t = [estr(t) \ estl(t) \ eler(t) \ elel(t) \ eter(t) \\ etel(t) \ ear(t) \ eal(t) \ err(t) \ erl(t)] \quad (2.7)$$

represents the continuous time, actuator command signals in degrees. The output vector from the actuator block

represents the control surface deflections in degrees,

$$D(t)^T = [d_{str}(t) \ d_{stl}(t) \ d_{ler}(t) \ d_{lel}(t) \ d_{ter}(t) \\ d_{tel}(t) \ d_{ar}(t) \ d_{al}(t) \ d_{rr}(t) \ d_{rl}(t)] \quad (2.8)$$

The deflection vector is input to the airframe small perturbation model represented by the state variable equations in the airframe block. The output vector from the small perturbation model, $Y(t)$, enters the sensor dynamics block which contains the state variable model for the aircraft rate gyros, accelerometers, and angle of attack sensors. As discussed above the sensors output the feedback signals which are sent to the control laws. In Chapter III the mathematical models which simulate the dynamics of each component in Fig. 2.3 will be developed in detail.

Analog to digital converters are modeled as impulse samplers. It is assumed that all samplers are operating at the same, constant sampling rate. (The actual system uses multi-rate sampling. In the thesis model only a single sampling rate is used. The program actually allows any desired sampling rate to be input.) The mathematical operation performed by the impulse samplers is shown in Figure 2.4.

Modeling the analog to digital converters as impulse samplers is a valid assumption if the quantization error of the actual system is at an acceptable level. Digital to analog converters are modeled as zero order hold devices. The mathematical operation performed by the zero order hold is shown in

Fig. 2.5. Finally it is assumed that the processing time between the sampler inputs and zero order hold output is very much less than the sampling period (i.e., no processing delay time is assumed). This assumption is used in transforming the continuous time state equations (actuators, airframe, and sensors) into discrete time equations.

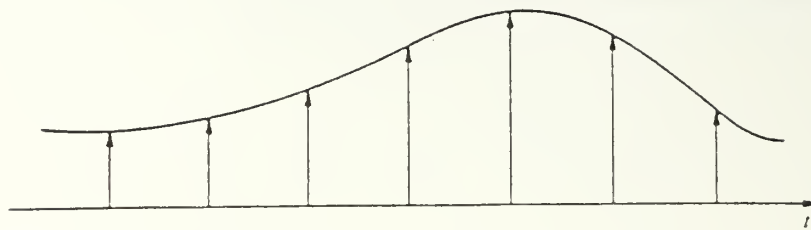


Figure 2.4 Mathematical Operation Performed by Impulse Sampler

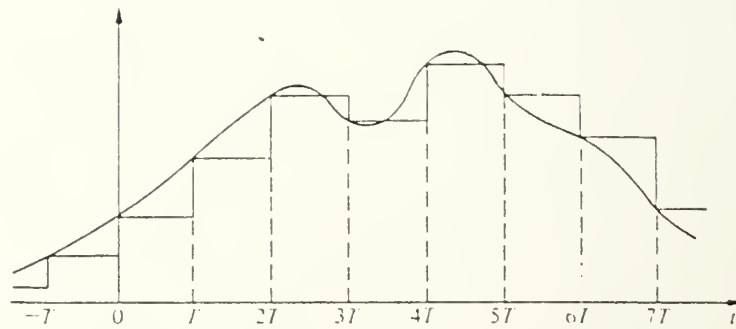


Figure 2.5 Mathematical Operation Performed by Zero Order Hold

III. MODEL DEVELOPMENT

A. CONTROL LAW MODEL DEVELOPMENT

The longitudinal, lateral, and directional control law models were developed from the block diagrams and information provided in Reference 3. In addition to the simplifying assumptions listed in Chapter II, many of the components in this system were eliminated based on the following considerations:

- 1) The control law model will be coupled to the small perturbation model of the F/A-18. It is assumed that operation of the control system will remain within a linear region. Therefore the non-linear components in the control laws were eliminated. These include position limiters, rate limiters, and dead band regions. Other non-linear functions in the system which were essential to the model (pitch stick gradient for example) were linearized by a taylor series expansion.
- 2) For the same reasons discussed above, the portions of the system which provide inertial decoupling were not modeled.
- 3) In the model, the control signals are input as discrete signals. Therefore stick and rudder dynamics are not modeled.
- 4) Noise, which may be detrimental to control system performance due to aliasing, is not introduced into the model. Therefore the anti-aliasing prefilters were not included in the model.
- 5) The structural modes were not included in the F/A-18 airframe model. Therefore the structural notch filters were not included in the model.
- 6) To prevent discontinuities in the signals, the control laws utilize faders in portions of the system. Discontinuities could occur during start up, failures, or transitions. Since none of these conditions are included in the thesis model, faders have not been modeled.

- 7) The F/A-18 control system uses multi-rate sampling in the input and feedback paths (20, 40 and 80 hz sampling rates are used). To develop a state variable model only a single sampling rate was considered. Therefore the iteration averagers, used to mathematically combine two discrete signals of different sampling periods were not modeled. The simulation program allows any desired sampling rate to be input. For this thesis 80 hz was used as the sampling rate.

Figures 3.1 and 3.2 show the simplified block diagrams of the longitudinal and lateral-directional control laws. The inputs are the discrete stick and rudder commands, and motion feedback signals. The output signals are the commands to be sent to the flight control actuators via the reconfigurable gain matrix. Together Figs. 3.1 and 3.2 make up the control law block shown in Fig. 2.3.

The blocks in the control law model represent two basic transfer functions: Function gains, and digital filters. Table 3.1 lists the notation used to represent the transfer functions. Function gains and digital filters are described below.

TABLE 3.1
CONTROL LAW TRANSFER FUNCTION NOTATION

Prefix	Transfer function
F__	Function gain
P__	Longitudinal digital filter
R__	Lateral digital filter
Y__	Directional digital filter

Figure 3.2 Simplified Lateral-Directional Control Law Diagram

1. Functions

The functions in the control law diagrams perform the system gain scheduling described in Sec. II.B. The functions operate on the air data, angle of attack, and normal acceleration to compute the system gains. Table 3.2 lists the notation used to represent the function inputs. The mathematical equations which define the gain schedules are given in Reference 3. Copies of the functions used in the control law model are given in Appendix A. In the simulation program the function gains are computed using steady state conditions for all input values.

TABLE 3.2

FUNCTION INPUT VARIABLES

ps	Indicated static pressure	lbs/ft ²
qc	Dynamic pressure	lbs/ft ²
ri	Pressure ratio (ps /qc)	ND
nz	Normal acceleration	G
alpha	Angle of attack	DEG

2. Digital Filters

Lead-lag filters are used in the system to shape the output response and provide adequate gain and phase margins. An integrator is used in the forward loop of the longitudinal system to provide zero steady state error between command and feedback. The control system design report [Ref. 3] gives the filter's continuous time transfer function. For the control law model, the digital filter coefficients were computed using the Tustin transform. All filters were modeled as first

order systems with two numerator coefficients and a single denominator coefficient. For example

$$H(Z) = \frac{P9N1*Z + P9N2}{Z - P9D} \quad (3.1)$$

is the model for filter P9. Appendix B gives the digital filters used in the model, and the method used to compute the coefficients.

3. State Space Models

Standard control system analysis techniques were used to derive the state space models for longitudinal and lateral-directional control laws shown in Figs. 3.1 and 3.2. The following sections outline the procedures used.

a. Longitudinal System

The block diagram in Fig. 3.1 contains five input/output signal flow paths:

- 1) Pitch rate to collective stabilator
- 2) Normal acceleration to collective stabilator
- 3) Longitudinal stick to collective stabilator
- 4) Angle of attack to collective leading edge flap
- 5) Angle of attack to collective trailing edge flap

To obtain the individual path transfer functions the signals are mathematically combined to give the following three Z-transform equations:

$$Estx(Z) = H1(Z)Eq(Z) - H2(Z)Enz(Z) - H3(Z)Epx(Z) \quad (3.2)$$

$$El ex(Z) = H4(Z)Eaa(Z) \quad (3.3)$$

$$E_{tex}(Z) = H_5(Z)E_{aa}(Z) \quad (3.4)$$

The expressions for each transfer function are given in Appendix C. To obtain a state space expression for longitudinal control laws, the individual Z-transfer functions are first expressed in state variable form. The state variable equations are then combined according to equations 3.2 - 3.4. This procedure is as follows:

- 1) The transfer function for the pitch rate to collective stabilator path can be expressed as:

$$H_1(z) = \frac{b_0 Z^2 + b_1 Z + b_2}{(Z - P_9 D)(Z - P_2 D)} \quad (3.5)$$

The numerator coefficients are functions of the system gains and filter coefficients. The roots in the denominator are the poles from filters P9 and P2. (Appendix C gives the detailed expressions for the numerator coefficients).

- 2) The state space representation of Eq. 3.5 is obtained using the parallel programming method outlined in Reference 4.

$$\begin{bmatrix} x_1(k+1) \\ x_2(k+2) \end{bmatrix} = \begin{bmatrix} P_9 D & 0 \\ 0 & P_2 D \end{bmatrix} \begin{bmatrix} x_1(k) \\ x_2(k) \end{bmatrix} + \begin{bmatrix} 1 \\ 1 \end{bmatrix} eq(k) \quad (3.6)$$

$$estx_1(k) = [qst1 \quad qst2] \begin{bmatrix} x_1(k) \\ x_2(k) \end{bmatrix} + qst3 eq(k) \quad (3.7)$$

Applying the same procedures to the remaining Z-transfer functions in Eq. 3.2 results in similar expressions:

$$\begin{bmatrix} x3(k+1) \\ x4(k+2) \end{bmatrix} = \begin{bmatrix} P9D & 0 \\ 0 & P5D \end{bmatrix} \begin{bmatrix} x3(k) \\ x4(k) \end{bmatrix} + \begin{bmatrix} 1 \\ 1 \end{bmatrix} enz(k) \quad (3.8)$$

$$estx2(k) = nzst1 \ nzst2 \begin{bmatrix} x1(k) \\ x2(k) \end{bmatrix} + nzst3 \ enz(k) \quad (3.9)$$

for the normal acceleration path, H2(Z); and

$$x5(k+1) = P9D \ x5(k) + 1 \ px(k) \quad (3.10)$$

$$estx3(k) = pxst1 \ x5(k) + pxst2 \ px(k) \quad (3.11)$$

for the longitudinal stick path, H3(Z).

Appendix C details the procedures used to compute the coefficients in the output equations. The nomenclature used to represent the coefficients in the output equation combines the notation of the input signal and output control surface, followed by a number indicating the coefficient's numerical order in the equation. For example:

$$qst1, qst2, qst3$$

are the first, second, and third coefficients in the pitch rate to stabilator output equation (Eq. 3.7). With this system of nomenclature the respective signal path of the coefficient is easily identified.

- 3) The state variable equations for H1(Z), H2(Z) and H3(Z) are now combined according to Eq. 3.2.

$$estx(k) = estx1(k) - estx2(k) - estx3(k) \quad (3.12)$$

Adding Eqs. 3.7, 3.9 and 3.11 gives

$$\begin{aligned} \text{estx}(k) = & [\text{qst1} \text{ qst2-nzst1-nzst2} -\text{pxst1}] \begin{bmatrix} x1(k) \\ x2(k) \\ x3(k) \\ x4(k) \\ x5(k) \end{bmatrix} + \\ & [\text{qst3-nzst3}] \begin{bmatrix} \text{eq}(k) \\ \text{enz}(k) \end{bmatrix} + -\text{pxst1} \text{ px}(k) \end{aligned} \quad (3.13)$$

for the output equation. Equations 3.6, 3.8, and 3.10 can be combined to give

$$\begin{bmatrix} x1(k+1) \\ x2(k+1) \\ x3(k+1) \\ x4(k+1) \\ x5(k+1) \end{bmatrix} = \begin{bmatrix} \text{P9D} & & & & \\ & \text{P2D} & & & \\ & & \text{P9D} & & \\ & & & \text{P5D} & \\ & & & & \text{P9D} \end{bmatrix} \begin{bmatrix} x1(k) \\ x2(k) \\ x3(k) \\ x4(k) \\ x5(k) \end{bmatrix} + \begin{bmatrix} 1 & 0 \\ 1 & 0 \\ 0 & 1 \\ 0 & 1 \\ 0 & 0 \end{bmatrix} \begin{bmatrix} \text{eq}(k) \\ \text{enz}(k) \end{bmatrix} + \begin{bmatrix} 0 \\ 0 \\ 0 \\ 0 \\ 0 \end{bmatrix} \text{px}(k) \quad (3.14)$$

The state space representation of equation 3.2 is given by Eqs. 3.13 and 3.14. These equations output the collective stabilator command given the longitudinal stick and motion feedback inputs. Note that the motion feedback and longitudinal inputs have been separated. This facilitates coupling the control law equations to the aircraft equations to be developed later.

- 4) Similar state variable equations are derived for the angle of attack to collective flap path transfer functions $H4(Z)$, and $H5(Z)$:

$$x6(k+1) = \text{P11D} \ x6(k) + 1 \ \text{eaa}(k) \quad (3.15)$$

$$\text{elex}(k) = \text{aale1} \ x6(k) + \text{aale2} \ \text{eaa}(k) \quad (3.16)$$

for the AOA to collective leading edge path $H4(Z)$; and

$$x7(k+1) = P12D x7(k) + 1 eaa(k) \quad (3.17)$$

$$etex(k) = aatel1 x7(k) + aate2 eaa(k) \quad (3.18)$$

for the AOA to collective trailing edge path H5(Z).

- 5) The state equations for collective stabilator, and collective leading and trailing edge flaps are now combined to give the following state variable model for the longitudinal control laws:

$$\begin{bmatrix} x1(k+1) \\ x2(k+1) \\ x3(k+1) \\ x4(k+1) \\ x5(k+1) \\ x6(k+1) \\ x7(k+1) \end{bmatrix} = \begin{bmatrix} P9D & & & & & & \\ & P2D & & & & & \\ & & P9D & & & & \\ & & & P5D & & & \\ & & & & P9D & & \\ & & & & & P11D & \\ & & & & & & P12D \end{bmatrix} \begin{bmatrix} x1(k) \\ x2(k) \\ x3(k) \\ x4(k) \\ x5(k) \\ x6(k) \\ x7(k) \end{bmatrix} + \begin{bmatrix} 1 & 0 & 0 \\ 1 & 0 & 0 \\ 0 & 1 & 0 \\ 0 & 1 & 0 \\ 0 & 0 & 0 \\ 0 & 0 & 1 \\ 0 & 0 & 1 \end{bmatrix} \begin{bmatrix} eq(k) \\ enz(k) \\ eaa(k) \end{bmatrix} + \begin{bmatrix} 0 \\ 0 \\ 0 \\ 0 \\ 1 \\ 0 \\ 0 \end{bmatrix} px(k) \quad (3.19)$$

$$\begin{bmatrix} estx(k) \\ elex(k) \\ etex(k) \end{bmatrix} = \begin{bmatrix} qst1 & qst2 & -nzst1 & -nzst2 & -pxst1 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & aale1 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & aatel1 \end{bmatrix} \begin{bmatrix} x1(k) \\ x2(k) \\ x3(k) \\ x4(k) \\ x5(k) \\ x6(k) \\ x7(k) \end{bmatrix} +$$

$$\begin{bmatrix} qst3 - nzst3 & 0 \\ 0 & 0 \\ 0 & 0 \end{bmatrix} \begin{bmatrix} eq(k) \\ enz(k) \\ eaa(k) \end{bmatrix} + \begin{bmatrix} -pxst2 \\ 0 \\ 0 \end{bmatrix} px(k) \quad (3.20)$$

Equations 3.19 and 3.20 are the state space representation of the longitudinal control laws shown in the block diagram in Fig. 3.1. The equations represent the longitudinal control law model which computes the collective stabilator

command, and collective flap commands, given the longitudinal stick and motion feedback inputs.

b. Lateral-Directional System

The procedures outlined above are applied to the Fig. 3.2 to obtain the state space model for the lateral-directional system. (To complete the discussion of the control law model these procedures will be briefly described.) The individual path transfer functions are first obtained by mathematically combining the signals in Fig. 3.2 to give the following equations:

$$\text{Esty}(Z) = -H6(Z)\text{Err}(Z) + H7(Z)\text{Py}(Z) + H8(Z)\text{Pz}(Z) \quad (3.21)$$

$$\text{Eley}(Z) = -H9(Z)\text{Err}(Z) + H10(Z)\text{Py}(z) \quad (3.22)$$

$$\text{Etey}(Z) = -H11(Z)\text{Err}(Z) + H12(Z)\text{Py}(z) \quad (3.23)$$

$$\text{Ea}(z) = -H13(Z)\text{Err}(Z) + H14(Z)\text{Py}(Z) + H15(Z)\text{Pz}(Z) \quad (3.24)$$

$$\begin{aligned} \text{Er}(Z) = & -H16(Z)\text{Eyr}(Z) + H17(Z)\text{Err}(Z) + \\ & H18(Z)\text{Eny}(Z) + H19(Z)\text{Py}(Z) + H20(Z)\text{Pz}(Z) \end{aligned} \quad (3.25)$$

These transfer functions represent the following input/output signal paths, numbered respectfully:

- 6) Roll rate to differential stabilator
- 7) Lateral stick to differential stabilator
- 8) Rudder pedal to differential stabilator
- 9) Roll rate to differential leading edge flap
- 10) Lateral stick to differential leading edge flap
- 11) Roll rate to differential trailing edge flap
- 12) Lateral stick to differential trailing edge flap

- 13) Roll rate to aileron
- 14) Lateral stick to aileron
- 15) Rudder pedal to aileron
- 16) Yaw rate to rudder
- 17) Roll rate to rudder
- 18) Lateral acceleration to rudder
- 19) Lateral stick to rudder
- 20) Rudder pedal to rudder

The expression for each transfer function and corresponding state equation are given in Appendix C. Note that the differential stabilator, ailerons, and rudder contain the transfer functions for the cross axis interconnects (e.g., H8(Z) and H15(Z) represent the rudder to rolling surface interconnect, and H19(Z) represents the rolling surface to rudder interconnect.)

The state equations for the lateral and directional control laws are given as:

$$\begin{bmatrix} esty(k) \\ eley(k) \\ etey(k) \\ ea(k) \end{bmatrix} = \begin{bmatrix} 0 & -rrst & 0 \\ 0 & -rrle & 0 \\ 0 & -rrte & 0 \\ 0 & -rra & 0 \end{bmatrix} \begin{bmatrix} eyr(k) \\ err(k) \\ eny(k) \end{bmatrix} + \begin{bmatrix} pyst & pzst \\ pyle & 0 \\ pyte & 0 \\ pya & pza \end{bmatrix} \begin{bmatrix} py(k) \\ pz(k) \end{bmatrix} \quad (3.26)$$

for the lateral system; and

$$\begin{bmatrix} x8(k+1) \\ x9(k+1) \\ x10(k+1) \\ x11(k+1) \\ x12(k+1) \end{bmatrix} = \begin{bmatrix} Y3D & & & & \\ & Y3D & & & \\ & & Y5D & & \\ & & & Y5D & \\ & & & & Y5D \end{bmatrix} \begin{bmatrix} x8(k) \\ x9(k) \\ x10(k) \\ x11(k) \\ x12(k) \end{bmatrix}$$

$$\begin{bmatrix} 1 & 0 & 0 \\ 0 & 1 & 0 \\ 0 & 1 & 0 \\ 0 & 0 & 0 \\ 0 & 0 & 0 \end{bmatrix} \begin{bmatrix} \text{eyr}(k) \\ \text{err}(k) \\ \text{eny}(k) \end{bmatrix} + \begin{bmatrix} 0 & 0 \\ 0 & 0 \\ 0 & 0 \\ 1 & 0 \\ 0 & 1 \end{bmatrix} \begin{bmatrix} \text{py}(k) \\ \text{pz}(k) \end{bmatrix} \quad (3.27)$$

$$\text{er}(k) = \begin{bmatrix} -\text{yrr1} & \text{rrr1} & \text{rrr2} & \text{pyr1} & \text{pzz1} \end{bmatrix} \begin{bmatrix} x(8) \\ x9(k) \\ x10(k) \\ x11(k) \\ x12(k) \end{bmatrix} +$$

$$\begin{bmatrix} -\text{yrr2} & \text{rrr3} & \text{nyr} \end{bmatrix} \begin{bmatrix} \text{eyr}(k) \\ \text{err}(k) \\ \text{eny}(k) \end{bmatrix} + \begin{bmatrix} \text{pyr2} & \text{pzz2} \end{bmatrix} \begin{bmatrix} \text{py}(k) \\ \text{pz}(k) \end{bmatrix} \quad (3.28)$$

for the directional system. Note that the lateral system is of order zero. No filters were included in the model.

c. Combining the Control Law Models

Equations 3.19 and 3.20, and 3.26 - 3.28 are combined to give the 3-axis control law model.

$$\begin{matrix} & & & & \text{eq}(k) \\ & & & & \text{enz}(k) \\ 12 \times 1 & 12 \times 12 & 12 \times 1 & 12 \times 6 & \text{eaa}(k) & 12 \times 3 & \text{px}(k) \\ \text{Xc}(k+1) = & \text{Ac} & \text{Xc}(k) + & \text{Bfc} & \text{eyr}(k) + & \text{Bc} & \text{py}(k) \\ & & & & \text{err}(k) & & \text{pz}(k) \\ & & & & \text{eny}(k) & & \end{matrix} \quad (3.29)$$

$$\begin{matrix} \text{estx}(k) & & & & \text{eq}(k) \\ \text{elex}(k) & & & & \text{enz}(k) \\ \text{etex}(k) & 8 \times 12 & 12 \times 1 & 8 \times 6 & \text{eaa}(k) & 8 \times 3 & \text{px}(k) \\ \text{esty}(k) = & \text{Cc} & \text{Xc}(k) + & \text{Dfc} & \text{eyr}(k) + & \text{Bc} & \text{py}(k) \\ \text{eley}(k) & & & & \text{err}(k) & & \text{pz}(k) \\ \text{etey}(k) & & & & \text{eny}(k) & & \\ \text{ea}(k) & & & & & & \\ \text{er}(k) & & & & & & \end{matrix} \quad (3.30)$$

Equations 3.29 and 3.30 are written in terms of the matrix coefficients in Appendix D. These equations are represented

by the discrete state equations in the control law block in Fig. 2.3.

3. Variable Gain Matrix

As a final step in the control law model development, the variable gain matrix is introduced. The command signals which are output from the control laws (Eqns. 3.29 and 3.30) are distributed to the right and left actuators according to the diagram in Fig. 3.3. For the unimpaired aircraft the individual gains in Fig. 3.3 are set to unity. The following matrix gain equation represents the diagram in Fig. 3.3.

$$\begin{array}{c}
 \text{'GAIN'} \\
 \begin{bmatrix} \text{estr}(k) \\ \text{estl}(k) \\ \text{eler}(k) \\ \text{elcl}(k) \\ \text{eter}(k) \\ \text{etel}(k) \\ \text{ear}(k) \\ \text{eal}(k) \\ \text{err}(k) \\ \text{erl}(k) \end{bmatrix} = \begin{bmatrix} 1 & 0 & 0 & -1 & 0 & 0 & 0 & 0 \\ 1 & 0 & 0 & 1 & 0 & 0 & 0 & 0 \\ 0 & 1 & 0 & 0 & 1 & 0 & 0 & 0 \\ 0 & 1 & 0 & 0 & -1 & 0 & 0 & 0 \\ 0 & 0 & 1 & 0 & 0 & -1 & 0 & 0 \\ 0 & 0 & 1 & 0 & 0 & 1 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & -1 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 1 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 1 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 1 \end{bmatrix} \begin{bmatrix} \text{estx}(k) \\ \text{elcx}(k) \\ \text{etex}(k) \\ \text{esty}(k) \\ \text{eley}(k) \\ \text{etey}(k) \\ \text{ea}(k) \\ \text{er}(k) \end{bmatrix}
 \end{array} \tag{3.31}$$

The matrix gain equation will be recomputed for the impaired aircraft.

B. AIRCRAFT MODEL DEVELOPMENT

A 3-axis control law model has been developed which will operate on the stick and rudder inputs and the motion feedback signals. The model outputs the control signals which are distributed to the aircraft actuators through the variable gain matrix. The next step in building the F/A-18 model

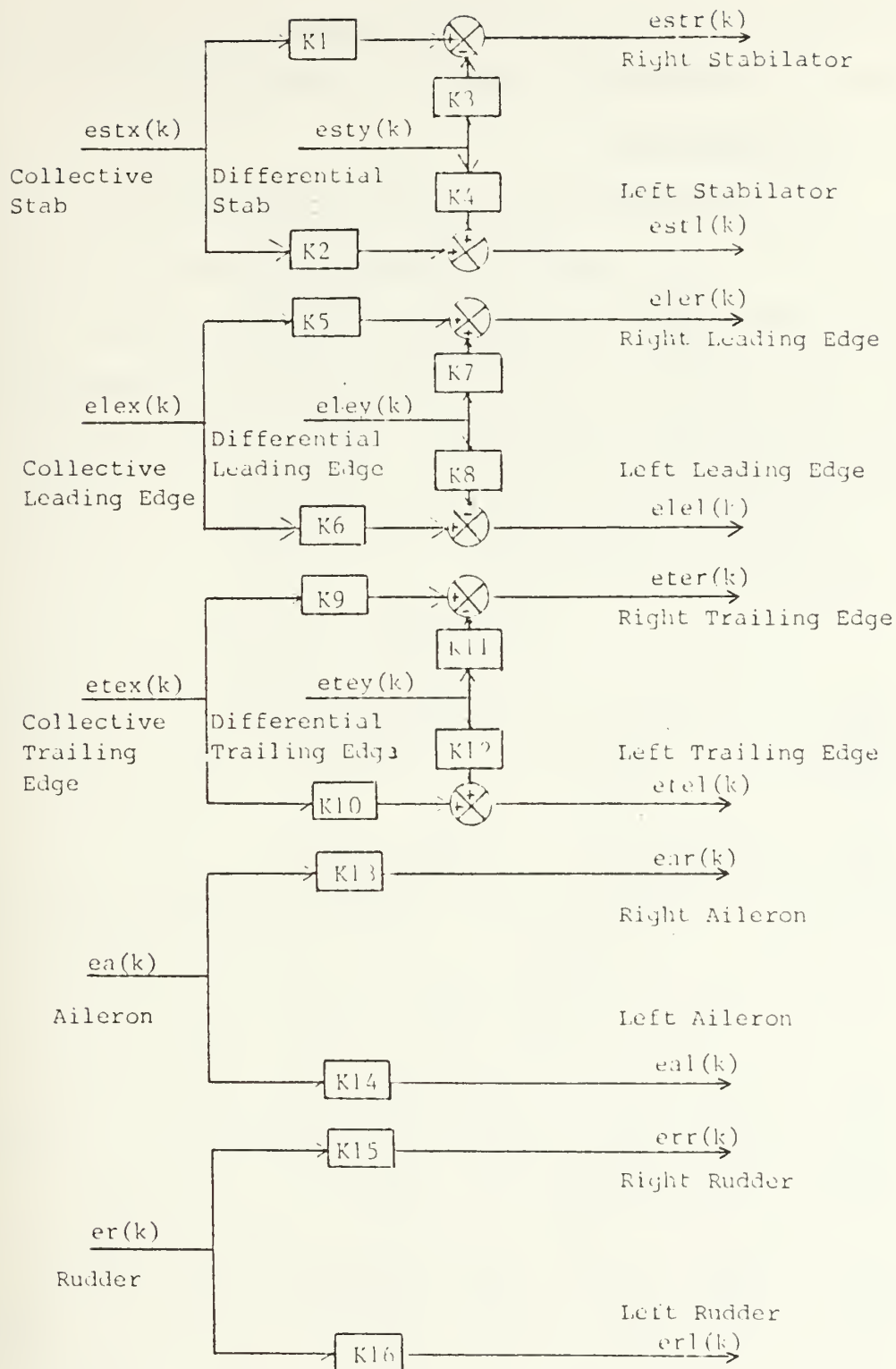


Figure 3.3 Control Law Command Signal Distribution and Gains

is to develop the state variable equations for the airframe, actuators, and sensors.

1. Airframe Model

The airframe model, obtained from the Flight Systems Branch at NATC, is a linearized small perturbation model for both the longitudinal and lateral-directional modes. The dynamic stability and control derivatives were generated from NATC's F/A-18 Simulation Package. The aircraft state for the model is trimmed, unaccelerated 1-g flight. The airframe state equations are given as:

LONGITUDINAL

$$\begin{matrix} \dot{u}(t) \\ \dot{w}(t) \\ \dot{q}(t) \\ \dot{\theta}(t) \end{matrix} = \begin{matrix} 4 \times 4 & & & \\ & F_x & & \\ & & & \\ & & & \end{matrix} \begin{matrix} u(t) \\ w(t) \\ q(t) \\ \theta(t) \end{matrix} + \begin{matrix} 4 \times 3 & & & \\ & G_x & & \\ & & & \\ & & & \end{matrix} \begin{matrix} \dot{\sigma}_x(t) \\ \dot{\alpha}(t) \\ \dot{\epsilon}(t) \\ \end{matrix} \quad (3.32)$$

$$\begin{matrix} q(t) \\ n_z(t) \\ a_a(t) \end{matrix} = \begin{matrix} 3 \times 4 & & & \\ & H_x & & \\ & & & \\ & & & \end{matrix} \begin{matrix} u(t) \\ w(t) \\ q(t) \\ \theta(t) \end{matrix} + \begin{matrix} 3 \times 3 & & & \\ & D_x & & \\ & & & \\ & & & \end{matrix} \begin{matrix} \dot{\sigma}_x(t) \\ \dot{\alpha}(t) \\ \dot{\epsilon}(t) \\ \end{matrix} \quad (3.33)$$

LATERAL DIRECTIONAL

$$\begin{matrix} v(t) \\ r(t) \\ p(t) \\ \phi(t) \end{matrix} = \begin{matrix} 4 \times 4 & & & \\ & F_{yz} & & \\ & & & \\ & & & \end{matrix} \begin{matrix} v(t) \\ r(t) \\ p(t) \\ \phi(t) \end{matrix} + \begin{matrix} 4 \times 5 & & & \\ & G_{yz} & & \\ & & & \\ & & & \end{matrix} \begin{matrix} \dot{\sigma}_y(t) \\ \dot{\beta}(t) \\ \dot{\alpha}(t) \\ \dot{\rho}(t) \end{matrix} \quad (3.34)$$

$$\begin{matrix} r(t) \\ p(t) \\ n_y(t) \\ \phi(t) \end{matrix} = \begin{matrix} 3 \times 4 & & & \\ & H_{yz} & & \\ & & & \\ & & & \end{matrix} \begin{matrix} v(t) \\ r(t) \\ p(t) \\ \phi(t) \end{matrix} + \begin{matrix} 3 \times 5 & & & \\ & D_{yz} & & \\ & & & \\ & & & \end{matrix} \begin{matrix} \dot{\sigma}_y(t) \\ \dot{\beta}(t) \\ \dot{\alpha}(t) \\ \dot{\rho}(t) \end{matrix} \quad (3.35)$$

Airframe variable definitions and units are listed in Table 3.3. The definitions of the stability and control derivatives,

TABLE 3.3

AIRFRAME VARIABLE DEFINITIONS

Notation	Variable	Units
$u(t)$	longitudinal velocity perturbation	ft/s
$w(t)$	perturbed normal velocity	ft/s
$q(t)$	perturbed pitch rate	rad/s
$v(t)$	perturbed lateral velocity	ft/s
$y_r(t)$	aircraft perturbed yaw rate	rad/s
$r_r(t)$	aircraft perturbed roll rate	rad/s
$\theta(t)$	aircraft perturbed pitch angle	rad
$\phi(t)$	aircraft perturbed roll angle	"
$\delta_x(t)$	collective stabilator deflection	"
$\delta_{lex}(t)$	collective leading edge flap deflection	"
$\delta_{tex}(t)$	collective trailing edge flap deflection	"
$\delta_{sty}(t)$	differential stabilator deflection	"
$\delta_{ley}(t)$	differential leading edge deflection	"
$\delta_{tey}(t)$	differential trailing edge deflection	"
$\delta_a(t)$	aileron deflection	"
$\delta_r(t)$	rudder deflection	"
$n_z(t)$	normal acceleration	ft/s ²
$\alpha(t)$	angle of attack	rad
$a_y(t)$	lateral acceleration	ft/s ²

and associated units, which make up the matrices in Eqs. 3.32 through 3.35 are given in Appendix E. Note that the units of the perturbation model are not compatible with the actuators or sensors. (The actuator output units are in degrees, and the sensor input units are in degrees/sec, degrees, and G's.) The input and output variables for the perturbation model were scaled in the simulation program to properly interface the models. Combining equations 3.32 - 3.35 gives

$$\begin{array}{rcl}
\dot{u}(t) & & u(t) \\
\dot{w}(t) & 4 \times 4 & w(t) \\
\dot{q}(t) & F_x & q(t) \\
\dot{\theta}(t) & = \frac{4 \times 4}{F_x} & \theta(t) \\
\dot{v}(t) & 4 \times 4 & v(t) \\
\dot{r}(t) & 0 & r(t) \\
\dot{p}(t) & & p(t) \\
\dot{\phi}(t) & & \phi(t)
\end{array}
+
\begin{array}{rcl}
& 4 \times 3 & \\
& G_x & \\
& 0 & \\
& 4 \times 3 & \\
& 0 & \\
& G_y & \\
& & \\
& &
\end{array}
\begin{array}{l}
dstx \\
dlex \\
dtex \\
dsty \\
dley \\
dtey \\
da \\
dr
\end{array}
\quad (3.36)$$

$$\begin{array}{rcl}
q(t) & 3 \times 4 & w(t) \\
nz(t) & H_x & q(t) \\
aa(t) & = \frac{3 \times 4}{H_x} & \theta(t) \\
r(t) & 3 \times 4 & v(t) \\
p(t) & 0 & r(t) \\
ny(t) & & rr(t) \\
& & \phi(t)
\end{array}
+
\begin{array}{rcl}
& 3 \times 3 & \\
& D_x & \\
& 0 & \\
& 3 \times 3 & \\
& 0 & \\
& D_y & \\
& & \\
& &
\end{array}
\begin{array}{l}
dstx \\
dlex \\
dtex \\
dsty \\
dley \\
dtey \\
da \\
dr
\end{array}
\quad (3.37)$$

To study reconfigurable flight controls the aircraft model should be capable of using the full set of control surfaces available to produce the required forces and moments. To achieve this the control surfaces are split into independent right and left hand complements (i.e., right elevator, left elevator, etc.). The equations are then coupled so that a complement of control surfaces used either collectively, differentially, or as a single side, will produce the appropriate moments. For example the stabilators deflected collectively will produce a pitching moment, deflected differentially will produce primarily a rolling moment, and a single side deflected will produce, to some degree, moments about all three axes.

The F/A-18 airframe modeled in equations 3.36 and 3.37 inherently offers control coupling through the stabilator, leading edge flap, and trailing edge flap surfaces.

Additional longitudinal coupling could be achieved with the ailerons and rudders. At the time this thesis was written control derivatives were not available on the longitudinal effects of the ailerons or rudders. (The rudder is capable of toe-in or flare-out and will effect the longitudinal response of the aircraft. This feature is normally used during takeoff and landing.)

To split the control surface deflections into right and left hand complements, the following equations are used which compute the deflection inputs to Eqs. 3.36 and 3.37. (Also refer to Fig. 2.2 which shows the control surface positions and corresponding positive deflections.)

LONGITUDINAL DEFLECTIONS

$$dstx = (dstl + dstr) / 2$$

$$dlex = (dlel + dler) / 2$$

$$dtex = (dtel + dter) / 2$$

LATERAL-DIRECTIONAL DEFLECTIONS

$$dsty = dstl - dstr$$

$$dley = -dlel + dler$$

$$dtey = dtel - dter$$

$$da = (drl + drr) / 2$$

$$dr = (dal + dar) / 2$$

Where r and l correspond to right and left surfaces. These equations are rewritten in the following matrix format:

'LONG' distribution matrix

$$\begin{bmatrix} \text{dstx} \\ \text{dlex} \\ \text{dtex} \end{bmatrix} = \begin{bmatrix} .5 & .5 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & .5 & .5 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & .5 & .5 & 0 & 0 & 0 & 0 \end{bmatrix} \begin{bmatrix} \text{dstr} \\ \text{dstl} \\ \text{dler} \\ \text{dlel} \\ \text{dter} \\ \text{dtel} \\ \text{dar} \\ \text{dal} \\ \text{drr} \\ \text{drl} \end{bmatrix} \quad (3.38)$$

'LATD' distribution matrix

$$\begin{bmatrix} \text{dsty} \\ \text{dley} \\ \text{dtey} \\ \text{da} \\ \text{dr} \end{bmatrix} = \begin{bmatrix} -1 & 1 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 1 & -1 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & -1 & 1 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & -1 & 1 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & .5 & .5 \end{bmatrix} \begin{bmatrix} \text{dstr} \\ \text{dstl} \\ \text{dler} \\ \text{dlel} \\ \text{dter} \\ \text{dtel} \\ \text{dar} \\ \text{dal} \\ \text{drr} \\ \text{drl} \end{bmatrix} \quad (3.39)$$

Note these equations are for the unimpaired aircraft only!
Damage to one or more of the control surfaces will change the LONG and LATD matrices directly.

Replacing the input vectors in Eqs. 3.36 and 3.37 with the r.h.s. of equations 3.38 and 3.39 gives the following modified airframe equations:

$$\begin{array}{rcccl} & & & & \text{dstr} \\ & & & & \text{dstl} \\ \dot{u}(t) & & u(t) & & \text{dler} \\ \dot{w}(t) & 4 \times 4 & | & 4 \times 4 & w(t) & 4 \times 3 & 3 \times 10 & \text{dlel} \\ \dot{q}(t) & F_x & | & 0 & q(t) & G_x & \text{LONG} & \text{dter} \\ \text{thed}(t) & = & \frac{\text{---}}{\text{---}} & \frac{\text{---}}{\text{---}} & \text{thed}(t) & + & \frac{\text{---}}{\text{---}} & \text{dtel} \\ \dot{v}(t) & 4 \times 4 & | & 4 \times 4 & v(t) & 4 \times 5 & 5 \times 10 & \text{dar} \\ \dot{r}(t) & 0 & | & F_{yz} & yr(t) & G_{yz} & \text{LATD} & \text{dal} \\ \dot{p}(t) & & & & rr(t) & & & \text{drr} \\ \phi(t) & & & & \phi(t) & & & \text{drl} \end{array} \quad (3.40)$$

$$\begin{array}{rcl}
& & \text{Hm} & & \text{Dm} & & \text{dstr} \\
& & & \text{u(t)} & & & \text{dstl} \\
\text{q(t)} & 3 \times 4 & | & 3 \times 4 & \text{w(t)} & 3 \times 3 & 3 \times 10 & \text{dler} \\
\text{nz(t)} & \text{Hx} & | & 0 & \text{q(t)} & \text{Dx} & \text{LONG} & \text{dlel} \\
\text{aa(t)} = & \text{-----} & & \text{thed(t)} & + & \text{-----} & & \text{dter} \\
\text{yr(t)} & 3 \times 4 & | & 3 \times 4 & \text{v(t)} & 3 \times 5 & 5 \times 10 & \text{dtel} \\
\text{rr(t)} & 0 & | & \text{Hyz} & \text{yr(t)} & \text{Dyz} & \text{LATD} & \text{dar} \\
\text{ny(t)} & & & & \text{rr(t)} & & & \text{dal} \\
& & & & \text{phi(t)} & & & \text{drr} \\
& & & & & & & \text{drl}
\end{array} \quad (3.41)$$

The names of the individual matrices appear above the equations.

2. Actuator Model

Transfer functions for the flight control actuators were given in Reference 3 and are listed in Appendix F. These transfer functions are low order approximations of the more complicated actuator models presented in Reference 3. The models were used in the F/A-18 rigid body stability analysis described in Reference 3, and approximate the frequency characteristics of the higher order models out to 5 hz.

To incorporate the actuators into the modified air-frame model, the transfer functions are first put into state variable form. This procedure is outlined in Appendix F. The following equations represent the actuator state variable model:

$$\begin{array}{rcl}
24 \times 1 & 24 \times 24 & 24 \times 1 & 24 \times 10 & 10 \times 1 \\
\dot{\text{X}}_a(t) = \text{F}_a \text{X}_a(t) & + & \text{G}_a \text{E}_a(t) & &
\end{array} \quad (3.42)$$

$$\begin{array}{rcl}
10 \times 1 & 12 \times 24 & 24 \times 1 \\
\text{D}(t) = & \text{H}_a & \text{X}_a(t) &
\end{array} \quad (3.43)$$

where,

$$Ea(t)^T = \begin{bmatrix} estr(t) & estl(t) & eler(t) & elel(t) & eter(t) & etel(t) \\ ear(t) & eal(t) & err(t) & erl(t) \end{bmatrix}$$

and,

$$D(t)^T = \begin{bmatrix} dstr(t) & dstl(t) & dler(t) & dlel(t) & dter(t) & dtel(t) \\ dar(t) & dal(t) & drr(t) & drl(t) \end{bmatrix}$$

The input vector, $Ea(t)$, represents the input signal in degrees from the control laws, via the GAIN matrix. The output vector, $D(t)$, represents the right and left control surface deflections in degrees. Equations 3.40 - 3.43 are combined to give the following equations of the airframe plus actuator model:

$$\begin{array}{c} \begin{array}{c} 8 \times 1 \\ \dot{X}_m(t) \\ \hline 24 \times 1 \\ X_a(t) \end{array} = \begin{array}{c} \begin{array}{cc} F_p & \\ 8 \times 8 & | \quad 8 \times 10 \quad 10 \times 24 \\ F_m & | \quad G_m \quad H_a \end{array} \\ \hline \begin{array}{cc} 24 \times 8 & | \quad 24 \times 24 \\ 0 & | \quad F_a \end{array} \end{array} \begin{array}{c} \begin{array}{c} X_p(t) \\ \hline X_m(t) \\ \hline X_a(t) \end{array} + \begin{array}{c} \begin{array}{cc} G_p & \\ 8 \times 10 & \\ 0 & 10 \times 1 \end{array} \\ \hline \begin{array}{cc} 24 \times 10 & \\ G_a & \end{array} \end{array} \begin{array}{c} E_a(t) \end{array} \quad (3.44)$$

$$\begin{array}{c} \begin{array}{c} q(t) \\ nz(t) \\ aa(t) \\ yr(t) \\ rr(t) \\ ny(t) \end{array} = \begin{array}{c} \begin{array}{cc} H_p & \\ 6 \times 8 & | \quad 6 \times 12 \quad 12 \times 24 \\ H_m & | \quad D_m \quad H_a \end{array} \end{array} \begin{array}{c} \begin{array}{c} X_p(t) \\ \hline X_m(t) \\ \hline X_a(t) \end{array} \end{array} \quad (3.45)$$

As before the names of the matrices appear above the equations. The airframe plus actuator model inputs the command signals to the actuators, and outputs aircraft motion. Since the control surface deflections in the perturbation model are in radians, it was necessary to scale the H_m and D_m matrices to interface with the actuator model which outputs deflections in degrees. This is done in the simulation program.

3. Sensor Model

In the final step of the development of the aircraft model, the state variable model for the aircraft sensors is incorporated into the airframe plus actuator model. The sensor transfer functions are given in Appendix G. In state variable form the sensor equations are given as:

$$\begin{matrix} 11 \times 1 \\ \dot{X}_s(t) \end{matrix} = \begin{matrix} 11 \times 11 \\ F_s \end{matrix} \begin{matrix} 11 \times 1 \\ X_s(t) \end{matrix} + \begin{matrix} 11 \times 6 \\ G_s \end{matrix} \begin{matrix} q(t) \\ nz(t) \\ aa(t) \\ r(t) \\ p(t) \\ ny(t) \end{matrix} \quad (3.46)$$

$$\begin{matrix} eq(t) \\ enz(t) \\ eaa(t) \\ eyr(t) \\ err(t) \\ eny(t) \end{matrix} = \begin{matrix} 6 \times 11 \\ H_s \end{matrix} \begin{matrix} 11 \times 1 \\ X_s(t) \end{matrix} \quad (3.47)$$

The sensor model inputs the aircraft motion variables in degrees/second, degrees, or G's, and outputs the corresponding signals to the control laws in the same units. Combining Eqs. 3.44 - 3.47 gives the following model of airframe plus actuators plus sensors:

$$\begin{array}{c}
 \begin{array}{cc}
 & \text{Fps} \\
 \begin{array}{c} 32 \times 1 \\ \text{Xp}(t) \end{array} & \begin{array}{c|c} 32 \times 32 & 32 \times 11 \\ \text{FP} & 0 \end{array}
 \end{array} \\
 \hline
 \begin{array}{c} 11 \times 1 \\ \text{Xs}(t) \end{array} = \begin{array}{c|c} 11 \times 6 & 6 \times 32 \\ \text{Gs} & \text{Hp} \end{array} \begin{array}{c} 11 \times 11 \\ \text{Fp} \end{array} \\
 \hline
 \end{array}
 + \begin{array}{c}
 \begin{array}{cc}
 & \text{Gps} \\
 \begin{array}{c} 32 \times 10 \\ \text{Gp} \end{array} & \begin{array}{c} 10 \times 1 \\ \text{Ea}(t) \end{array}
 \end{array} \\
 \hline
 \begin{array}{c} 11 \times 10 \\ 0 \end{array}
 \end{array}
 \quad (3.48)$$

$$\begin{array}{c}
 \begin{array}{cc}
 & \text{Hps} \\
 \begin{array}{c} \text{eq}(t) \\ \text{enz}(t) \\ \text{eaa}(t) \\ \text{eyr}(t) \\ \text{err}(t) \\ \text{eny}(t) \end{array} & \begin{array}{c|c} 6 \times 32 & 6 \times 11 \\ 0 & \text{Hs} \end{array}
 \end{array} \\
 = \begin{array}{c} 32 \times 1 \\ \text{Xp}(t) \\ \hline \text{Xs}(t) \end{array}
 \end{array}
 \quad (3.49)$$

The aircraft model inputs the actuator signals from the control laws via the GAIN matrix and outputs the motion signals from the sensors which are sent to the control law equations.

C. ASSEMBLING THE OVERALL SYSTEM MODEL

A mathematical model for each component in the control system shown in Fig. 2.3 has now been developed. Before the individual components of the model can be assembled, the discrete state equations for aircraft model (Eqs. 3.48 and 3.49) must be computed. Performing this operation the discrete state equations for the aircraft are given as:

$$\begin{array}{c}
 \begin{array}{cc}
 & \text{43x43} \\
 \begin{array}{c} 43 \times 1 \\ \text{Xps}(k+1) \end{array} & \begin{array}{c|c} 43 \times 1 & 43 \times 10 \\ \text{Xps}(k) & \text{Bps} \end{array}
 \end{array} \\
 = \begin{array}{c} 43 \times 10 \\ \text{Bps} \end{array} \begin{array}{c} 10 \times 1 \\ \text{Ea}(k) \end{array}
 \end{array}
 \quad (3.50)$$

$$\begin{array}{c}
 \begin{array}{cc}
 & \text{6x44} \\
 \begin{array}{c} 6 \times 1 \\ \text{Es}(k) \end{array} & \begin{array}{c|c} 6 \times 44 & 43 \times 1 \\ \text{Hps} & \text{Xps}(k) \end{array}
 \end{array} \\
 = \begin{array}{c} 6 \times 44 \\ \text{Hps} \end{array} \begin{array}{c} 43 \times 1 \\ \text{Xps}(k) \end{array}
 \end{array}
 \quad (3.51)$$

Where

$$X_{ps}(k)^t = [X_m(k) | X_a(k) | X_s(k)]$$

$$E_a(k)^t = [est_r(k) \ est_l(k) \ eler(k) \ elel(k) \ eter(k) \ etel(k) \\ ear(k) \ eal(k) \ err(k) \ erl(k)]$$

$$E_s(k)^t = [eq(k) \ enz(k) \ eaa(h) \ eyr(k) \ err(k) \ eny(k)]$$

The A_{ps} and B_{ps} discrete matrices are computed as follows:

$$A_{ps} = e^{F_{ps} * t_s} \quad (3.52)$$

$$B_{ps} = \int_0^{t_s} e^{F_{ps} * s} ds \ X \ G_{ps} \quad (3.53)$$

Where t_s represents the system sampling time.

The GAIN matrix is now introduced to interface the discrete aircraft equations with the control law equations. Replacing the input vector, $E_a(k)$, in the aircraft equation with the r.h.s. of the GAIN equation (Eq. 3.31) gives the following:

$$\begin{matrix} 43 \times 1 & 43 \times 43 & 43 \times 1 & & 43 \times 10 & 10 \times 8 & 8 \times 1 \\ X_{ps}(k+1) = & A_{ps} & X_{ps}(k) & + & B_{ps} & GAIN & E_c(k) \end{matrix} \quad (3.52)$$

$$\begin{matrix} 6 \times 1 & 6 \times 44 & 43 \times 1 \\ E_s(k) = & H_{ps} & X_{ps}(k) \end{matrix} \quad (3.53)$$

For convenience the control law equations are repeated below:

$$\begin{matrix} 12 \times 1 & 12 \times 12 & 12 \times 1 & & 12 \times 6 & 6 \times 1 & & 12 \times 3 & 3 \times 1 \\ X_c(k+1) = & A_c & X_c(k) & + & B_{fc} & E_s(k) & + & B_c & P(k) \end{matrix} \quad (3.29)$$

$$\begin{matrix} 8 \times 1 & 8 \times 12 & 12 \times 1 & & 8 \times 6 & 6 \times 1 & & 8 \times 3 & 3 \times 1 \\ E_c(k) = & C_c & X_c(k) & + & D_{fc} & E_s(k) & + & D_c & P(k) \end{matrix} \quad (3.30)$$

Where:

$$X_c(k)^t = [X_x(k) | X_z(k)]$$

$$E_s(k)^t = [eq(h) \text{ enz}(k) \text{ eaa}(h) \text{ eyr}(k) \text{ err}(k) \text{ eny}(k)]$$

$$P(k)^t = [p_x(k) \text{ } p_y(k) \text{ } p_z(k)]$$

$$E_c(k)^t = [\text{estx}(k) \text{ elex}(k) \text{ etex}(k) \text{ esty}(k) \text{ eley}(k) \text{ etey}(k) \\ \text{ea}(k) \text{ er}(k)]$$

Equations 3.52, 3.53, 3.29, and 3.30 are now combined to give the following matrix equation:

$$\begin{array}{c} \begin{array}{c} 43 \times 1 \\ X_{ps}(k+1) \end{array} \\ \hline \begin{array}{c} 12 \times 1 \\ X_c(k+1) \end{array} \end{array} = \begin{array}{c} \begin{array}{c} 43 \times 43 \quad 43 \times 10 \quad 10 \times 8 \quad 8 \times 6 \quad 6 \times 43 \\ A_{ps} + B_{ps} \quad \text{GAIN} \quad D_{fc} \quad H_{ps} \end{array} \\ \hline \begin{array}{c} 12 \times 6 \quad 6 \times 43 \\ B_{fc} \quad H_{ps} \end{array} \end{array} \begin{array}{c} | \\ | \\ | \end{array} \begin{array}{c} \begin{array}{c} 43 \times 10 \quad 10 \times 8 \quad 8 \times 12 \quad 43 \times 1 \\ B_{ps} \quad \text{GAIN} \quad C_c \quad X_{ps}(k) \end{array} \\ \hline \begin{array}{c} 12 \times 12 \\ A_c \end{array} \end{array} \begin{array}{c} | \\ | \\ | \end{array} \begin{array}{c} \begin{array}{c} 12 \times 1 \\ X_c(k) \end{array} \end{array} \\ + \begin{array}{c} \begin{array}{c} 43 \times 10 \quad 10 \times 8 \quad 8 \times 3 \\ B_{ps} \quad \text{GAIN} \quad D_c \end{array} \\ \hline \begin{array}{c} 12 \times 3 \\ B_c \end{array} \end{array} \begin{array}{c} p_x(k) \\ p_y(k) \\ p_z(k) \end{array} \quad (3.54)$$

$$\begin{array}{c} \begin{array}{c} 6 \times 1 \\ E_s(k) \end{array} \\ \hline \begin{array}{c} 8 \times 1 \\ E_c(k) \end{array} \end{array} = \begin{array}{c} \begin{array}{c} 6 \times 43 \quad | \quad 6 \times 12 \quad 43 \times 1 \\ H_{ps} \quad | \quad 0 \quad X_{ps}(k) \end{array} \\ \hline \begin{array}{c} 8 \times 6 \quad 6 \times 43 \quad | \quad 8 \times 12 \quad 12 \times 1 \\ D_{fc} \quad H_{ps} \quad | \quad C_c \quad X_c(k) \end{array} \end{array} + \begin{array}{c} \begin{array}{c} 6 \times 3 \\ 0 \quad p_x(k) \end{array} \\ \hline \begin{array}{c} 8 \times 3 \\ D_c \quad p_z(k) \end{array} \end{array} \begin{array}{c} p_y(k) \\ p_z(k) \end{array} \quad (3.55)$$

These equations model the dynamic response of the F/A-18 system shown in Figure 2.3.

D. MODELING EFFECTOR IMPAIRMENT

Effector impairment is divided into four groups termed 'effector impairment classes' (EIC) [Ref. 1]. Figure 3.4, copied from Reference 1, defines the EIC's and indicates

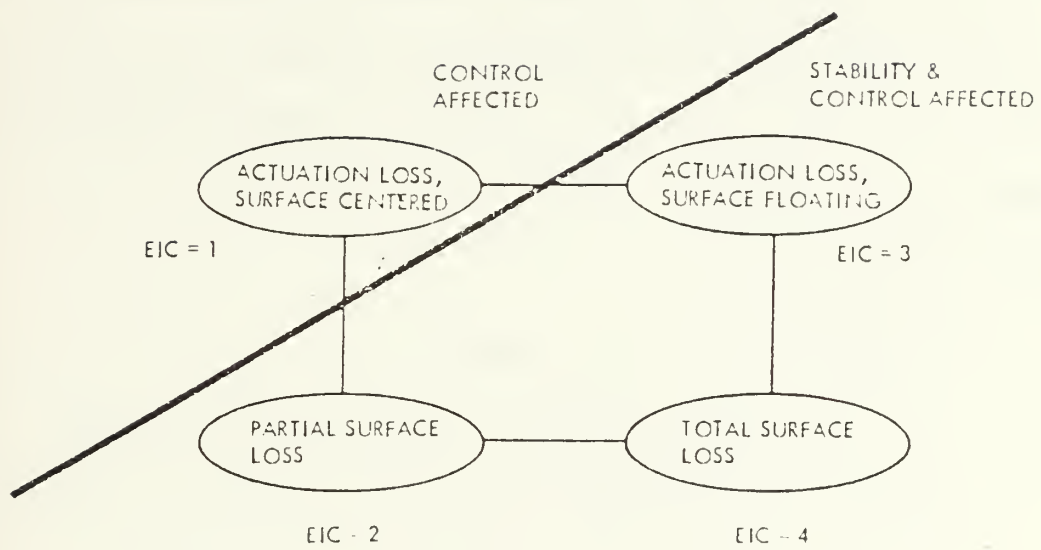


Figure 3.4 Effector Impairment Classes

their affect on aircraft stability and control. As shown in Fig. 3.4, effector impairment class one is unique in that only aircraft control is affected. The remaining impairment classes affect aircraft stability as well as control. A self repairing control system must be capable of detecting and classifying effector damage to compute the proper reconfiguration gains.

For the case of EIC=1, one or more of the aircraft control derivatives will be altered. In the F/A-18 model developed above this is reflected in the LONG and LATD matrices (Eqs. 3.38 and 3.39). For example if the right stabilator is impaired the elements LONG(1,1) and LATD(1,1) would be set to zero:

LONG

0	.5	0	0	0	0	0	0	0	0
0	0	.5	.5	0	0	0	0	0	0
0	0	0	0	.5	.5	0	0	0	0

LATD

0	1	0	0	0	0	0	0	0	0
0	0	1	-1	0	0	0	0	0	0
0	0	0	0	-1	1	0	0	0	0
0	0	0	0	0	0	-1	1	0	0
0	0	0	0	0	0	0	0	.5	.5

Compare the above matrices with Eqs. 3.38 and 3.39 for the undamaged aircraft. Note that the damaged system will now produce a lateral input for a given longitudinal command and

vice versa. For the model developed in this thesis, only class one effector impairments are considered.

E. CONCLUSION

In this chapter the mathematical models for each component in the block diagram of Fig. 2.3 were developed. The individual models were then assembled to form the complete model of the F/A-18 dynamical system. Next the simulation program is developed to compute the model matrices in Eqs. 3.54 and 3.55, and compute the response of the system to stick and rudder inputs.

IV. PROGRAM DEVELOPMENT AND MODEL VALIDATION

A. INTRODUCTION

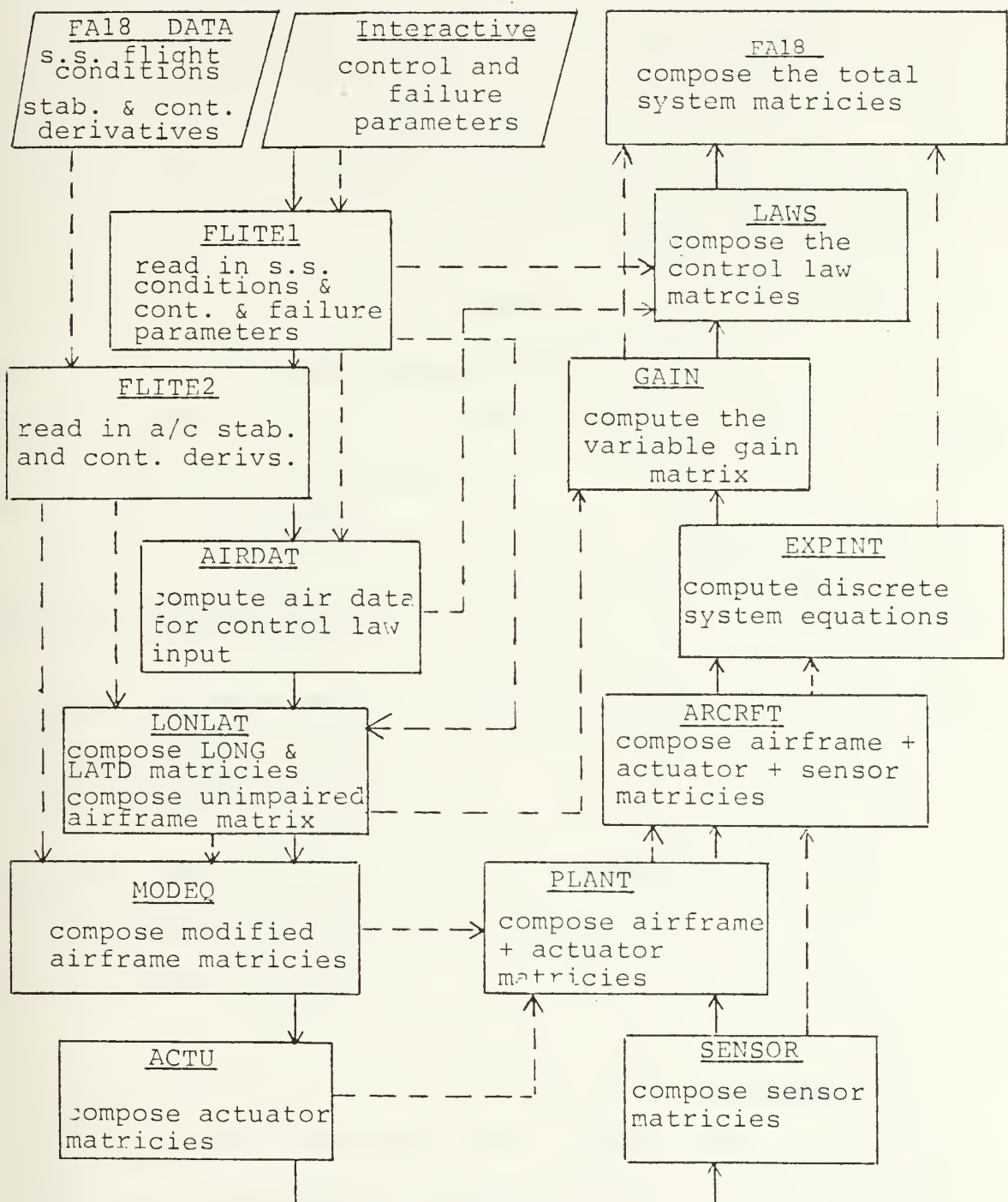
To validate the F/A-18 system model a computer program was written to compose the model matrices in Eqs. 3.54 and 3.55, and compute the system response to stick and rudder inputs. In addition the program simulates an actuation loss of the right or left stabilator. The program was written in VS Fortran on the IBM 3033 computer at the Naval Postgraduate School. The program is organized to offer flexibility for future development and modification.

B. PROGRAM STRUCTURE

The program may be divided into four major operations:

- 1) Data input
- 2) Air data computations
- 3) Composition of the system matrices
- 4) System response computation

The operations are performed by a series of subroutines as shown in the flow diagram in Fig. 4.1. In Fig. 4.1 the solid lines indicate control flow, and the dotted lines indicate data flow. The subroutines perform the steps outlined in Chapter II to compose the system matrices and compute the response. A functional description of each subroutine shown in Fig. 4.1 and associated variables is given in Appendix H. Existing subroutines at NPS were used to perform the required matrix manipulations [Ref. 5]. These subroutines are also defined in Appendix H.



- - - = Data Flow
 ——— = Control Flow

Figure 4.1 Simulation Program Flow Diagram

Execution of the program is controlled by the 'F18' Exec program. The Exec defines the input and output data files as shown in Table 4.1. No user options are provided to define data input/output files. The result of each subroutine computation is written to the FA18 RESULT file, and can be viewed by the user after program execution. A copy of the Exec program is given in Appendix I.

TABLE 4.1
INPUT/OUTPUT FILE DEFINITIONS

Record Number	Device	File Name	Type	Use
01	Disk	FA18	DATA	Contains the FA18 program input data
02	Disk	FA18	RESULT	Contains the result of the operations performed by each subroutine
03	Disk	OPTMATD	DATA	Contains FA18 system matrices (Eqs. 3.54 and 3.55) formatted for the control system design package at NPS.
04	Disk	OPTPLOT	DATA	Contains the system response data computed by the FA18 program formatted for the interactive plotting program at NPS.

1. Data Input

Subroutines 'FLITE1' and 'FLITE2' perform the data input operations. All data is read from the FA18 data file except the control and failure parameters which are input interactively.

'FLITE1' reads in the aircraft steady state flight conditions and control and failure parameters. As indicated in Fig. 4.1 the flight conditions are read from the FA18 DATA file. The control and failure parameters are read in interactively. This allows the user to conveniently run the program for various control inputs and control surface failures. 'FLITE2' reads in the basic airframe stability and control derivatives from the FA18 DATA file. The stability and control derivatives are arranged in the matrix format shown in Eqs. 3.33 - 3.36, and in Appendix E.

2. Air Data Computations

Prior to composing the system matrices, air data computations are performed by subroutine 'AIRDAT'. The subroutine computes the air data inputs to the control law functions using the standard atmosphere equations [Ref. 6]. The program does not include the logic to compute atmospheric conditions above the gradient (troposphere) region. Therefore the computations are valid only up to 36,000 feet.

3. Composing the System Matrices

As seen in Fig. 4.1 the system matrices are composed by ten subroutine operations. The operations and associated equations in Chapter III are as follows:

- 1) Compose the LONG and LATD matrices Eqs. 3.38 & 3.39
- 2) Compose the modified airframe matrices Eqs. 3.40 & 3.41
- 3) Compose the actuator matrices Eqs. 3.42 & 3.43

- 4) Compose the sensor matrices Eqs. 3.46 & 3.47
- 5) Compose the airframe plus actuator matrices Eqs. 3.44 & 3.45
- 6) Compose the airframe plus actuator sensor matrices Eqs. 3.48 & 3.49
- 7) Compute the discrete system matrices Eqs. 3.50 & 3.51
- 8) Compose the GAIN matrix Eqs. 3.31
- 9) Compose the control law matrices Eqs. 3.29 & 3.30
- 10) Compose the total system matrices Eqs. 3.54 & 3.55

The basic component matrices are composed by first generating a null matrix of proper dimensions, and then assigning the coefficient values to the proper elements. These matrices include:

- 1) LONG and LATD
- 2) Actuator
- 3) Sensor
- 4) Control law
- 5) GAIN

The coefficient values to actuator and sensor models are written into the program as constants; they are not contained on a separate data file. The coefficients in the LONG, LATD, control law, and GAIN matrices are first computed, then assigned to the appropriate matrix element.

The LONG and LATD matrices are composed by subroutine 'LONLAT'. As explained in Section III.C these matrices reflect control surface damage for one of the four control surface impairment classes. In the present program only

class one effector impairments are simulated. For EIC=1 the appropriate control surface coefficients in the 'LONG' and 'LATD' matrices are set to zero. 'LONLAT' contains the logic to impair the right or left stabilator. 'LONLAT' also composes the unimpaired airframe control matrix, Gm0. This matrix will be used to compute the impaired gain matrix in subroutine 'VGAIN'.

The control law matrices are composed by subroutine 'LAWS'. The subroutine may be divided into four operations:

- 1) Compute function gains
- 2) Compute the filter coefficients
- 3) Compute the matrix coefficients
- 4) Assign coefficients to the control law matrices as in Eqs. D.1 & D.2.

The gains are computed according to the function definitions given in Appendix A. The functions use the air data computed in 'AIRDAT', steady state AOA, and normal acceleration to compute the gains. All functions are programmed exactly as shown in Appendix A except for the following non-linear functions:

Function 20	Longitudinal stick gradient
Function 1	Lateral stick gradient
Function 14	Rudder pedal gradient
Function 42	RSRI non-linear gradient

These functions were programmed using the linear terms of a Taylor Series Expansion about the origin. Some of the functions computed in the program are not used in the control law model. They are provided for user information on system performance. These functions are:

Function 24	Trailing edge flap schedule
Function 25	Trailing edge flap schedule qc limit
Function 27	Leading edge flap schedule
Function 29	Leading edge flap schedule ri limit
Function 37	Nz limit on AOA feedback
Function 41	Rolling surface limit schedule
Function 112	Lateral acceleration gain
Function 113	Lateral acceleration gain

The filter coefficients were computed using the procedures outlined in Appendix B to transform the analog filters into digital filters. The control law coefficients were computed using the procedures outlined in Appendix C for transforming the control path transfer functions into state variable form. The function and coefficient values are output to the FA18 RESULT file.

Subroutine 'VGAIN' composes the GAIN matrix based on control effector impairment. For the unimpaired system the GAIN matrix appears as in Eq. 3.31. The subroutine is designed to implement the reconfiguration algorithm described in Reference 1.

Prior to composing the total system matrices the discrete form of the continuous system matrices must be computed. This is done by subroutine 'EXPINT' [Ref. 5]. 'EXPINT' computes the matrix exponential,

$$e^{Fps*ts}$$

and the integral,

$$\int_0^{ts} e^{Fps*s} ds$$

The discrete system equations are then computed as:

$$A_{ps} = e^{F_{ps} \cdot t_s}$$

and

$$B_{ps} = \int_0^{t_s} e^{F_{ps} \cdot s} ds \times G_{ps}$$

The A_{ps} and B_{ps} matrices are written to the OPTMATD DATA file. The data file is formatted for the control system design package at NPS.

4. Response Computations

System response is computed for the recursive equation

$$\begin{matrix} 55 \times 1 & 55 \times 55 & 55 \times 1 & 55 \times 3 & 3 \times 1 \\ X(k+1) = & AF18 & X(k) + & BF18 & U(k) \end{matrix}$$

The response is computed for 500 data points. The AF18 and BF18 matrices are defined in Eq. 3.54. The state and input vectors are defined as:

$$X(h)^t = [X_m(k) \mid X_a(k) \mid X_s(k) \mid X_c(k)]$$

$$U(k)^t = [p_x \ p_y \ p_z]$$

Response data for all 55 states is written into the OPTPLOT DATA file which is formatted for the interactive plotting routines at NPS. The variables contained in the state vector which are relevant to the user for viewing are:

x1 = u	x7 = p	x21 = dter
x2 = w	x8 = phi	x23 = dtel
x3 = q	x9 = dstr	x25 = dar
x4 = thed	x13 = dstl	x27 = dal
x5 = v	x17 = dler	x29 = drr
x6 = r	x19 = dlel	x31 = drl

The output equation (Eq. 3.55) was not programmed.

C. PROGRAM TESTING AND MODEL VALIDATION

To test the simulation program, four sets of runs were made for the following control inputs:

- 1) Positive longitudinal stick, no failure
- 2) Positive longitudinal stick, right stabilator failed
- 3) Positive lateral stick, no failures
- 4) Positive rudder pedal, no failures

All deflections were .1 inch step inputs of 3 second duration. All runs were made at .6 mach/10000 feet. The sampling rate was set to 80 hz. (Additional runs were made at 40 hz sampling rates with no noticable difference in the output response.) Aircraft steady state data, including the stability and control derivatives, are given in Appendix J. The FA18 RESULTS file, including the function and control matrix coefficient values, is given in Appendix K.

The model was verified for:

- 1) Correct direction of motion of control surfaces and corresponding aircraft motion.
- 2) Expected aircraft response for a right stabilator failure.
- 3) Proper augmented aircraft motion.

Reference 7 contains response plots for the aircraft for similar flight conditions. These plots were used to verify the model for the proper augmented motion. Some of the plots were reproduced for the thesis and are given in Appendix L. The control inputs used in Reference 7 are slightly different than those used for thesis model. Some comparisons however can still be made. All response plots for the thesis model are given in Appendix M.

The aircraft response to a positive longitudinal input for a no failure condition is shown in Figs. M-1 - M.3. The motion of the right stabilator, and leading and trailing edge flaps compare favorably to the McDonnell model response shown in Fig. L.1. In the thesis model the right stabilator initially travels -2.5 degrees. After a .5 second transient period the stabilator continues to -3.6 degrees in 3 seconds. The corresponding McDonnell response shows an initial travel of -2.2 degrees. After the .5 second transient period the stabilator continues to -1.8 degrees in 3 seconds. The major difference between the two responses is the stabilator rate, the thesis model being slightly greater than the McDonnell model. (Possible explanations for the discrepancies in the model are given below.)

The leading and trailing edge flaps, driven by angle of attacks feedback, deflect approximately 7.5 degrees in 3.4 seconds as shown in Figs. M.1 and M.2. The corresponding McDonnell response show the leading and trailing edge flaps

to deflect approximately 4 degrees in 3.5 seconds. (Note the initial conditions of the flaps show Fig. L.1 are not zero as in Figs. M.1 and M.2.) Aircraft pitch rate and pitch angle response for the thesis model are shown in Figs. M.2 and M.3. The thesis model achieved a maximum pitch rate of 8 degrees/second compared to 4 degrees/second for the McDonnell model. Also the McDonnell model achieved a constant pitch rate in 2.5 seconds. The thesis model achieved a 2.5 degree pitch attitude in 5 seconds compared to 15 degrees shown in Fig. L.1. The increased travel of the stabilator shown in Fig. M.1 (compare Fig. L.1) may explain the discrepancies in the pitch and flap responses.

Figure M.4 shows the response of the aircraft with the right stabilator failed. Note the decrease in pitch rate and pitch angle magnitudes. Figure M.4 shows a negative roll rate which is to be expected for a right stabilator failure. Reference 7 did not give aircraft response for control surface failures.

Aircraft response to a positive lateral stick input is shown in Figs. M.5 - M.8. The motion of the stabilator, aileron, and trailing edge flap compare favorably to the McDonnell response shown in Fig. L.2. The aileron in the thesis model achieves a steady state deflection of 1.1 degrees in .5 seconds. The McDonnell response shows a steady state deflection of 1.6 degrees in .5 seconds. The thesis model stabilator (Fig. M.5) deflects 0.45 degrees in 0.5

seconds, the corresponding McDonnell response shows a 0.6 degree deflection in 0.5 seconds. The trailing edge flap in Fig. M.6 deflects 0.4 degrees in 0.3 seconds which compares favorably to the response shown in Fig. L.2. (Leading edge differential flaps are not used at the flight conditions tested. Function 93, which sets the gain on the leading edge flap path, is computed as zero.) The rudder response (Fig. M.6) shows an initial negative deflection which is expected for coordinating a right turn. The magnitude of the deflections for the two models is approximately the same, however the thesis response is slightly more oscillatory than the McDonnell response. The aircraft roll rate, yaw rate, and bank angle response are shown in Figs. M.7 and M.8. Again only slight discrepancies exist between the two models.

The aircraft response to a positive rudder pedal input is shown in Figs. M.9 and M.10. The corresponding McDonnell response is shown in Fig. L.3. Comparison of the two models shows the shape of the responses to be approximately the same. However the magnitudes in the thesis model are very much less than the McDonnell model. For example the rudder achieves a maximum deflection of 0.07 degrees as shown in Fig. M.9. Compare this to a 1.5 degree deflection for the McDonnell model shown in Fig. L.3. The response of the differential aileron and stabilator for the thesis model (Figs. M.9 and M.10) is essentially zero. This is expected since the rudder to rolling surface interconnect gain,

function 39, is computed as zero for low angle of attack. (See Appendix A, function 39.) It is unknown why the ailerons and stabilators respond as shown in Fig. L.3. Possibly the response shown in Fig. L.3 is based on a different flight control program than that used in the thesis model.

Possible explanations for the discrepancies in the response between the two aircraft models are:

- 1) Improper derivation of the simplified control law model based on the assumptions and procedures given in Chapters I and II.
- 2) Programming discrepancies resulting in erroneous computations.
- 3) Errors in the aircraft linear small perturbation model.
- 4) Differences between the modeling techniques used in Reference 7 and in this thesis. (The MCAIR model included all aerodynamic and control system nonlinearities, as well as the effects due to digital time delay and quantization.)
- 5) The McDonnell model response made available to the author may be based on a slightly different flight program than used in the thesis model.

The author investigated each of the items listed above. It is felt the assumptions used in developing the control law model are correct given the available information on the F/A-18 control system. The simplifying assumptions used in developing the model may account for some of the differences. The program code was thoroughly reviewed and revealed no discrepancies. It is assumed however that this item remains a possible source of error. Two possible sources of error exist with respect to the aircraft perturbation model:

- 1) The coefficients in the NATC small perturbation model are computed with respect to the aircraft body axes (see Appendix E). This may effect the magnitude of the motion variables which are fed back to the control laws.
- 2) The aircraft model developed in Reference 7 considers the offset position of the accelerometers from the aircraft center of gravity. It has not been determined if this effect is considered in the NATC perturbation model.

Further investigation into these possibilities should be conducted.

IV. CONCLUSIONS AND RECOMMENDATIONS

A mathematical model was developed which simulates the dynamic response of the F/A-18 aircraft. The model is designed to implement the reconfiguration gain matrix for the study of reconfigurable control systems. A program was written which composes the discrete time state variable matrices of the aircraft, and computes the response to stick and rudder inputs. The program also simulates the actuation loss of the right and left stabilators. Response plots of the thesis model were displayed and compared to the aircraft model developed in Reference 7. Possible sources of error were discussed, and it is recommended that further investigation into each of these areas be conducted.

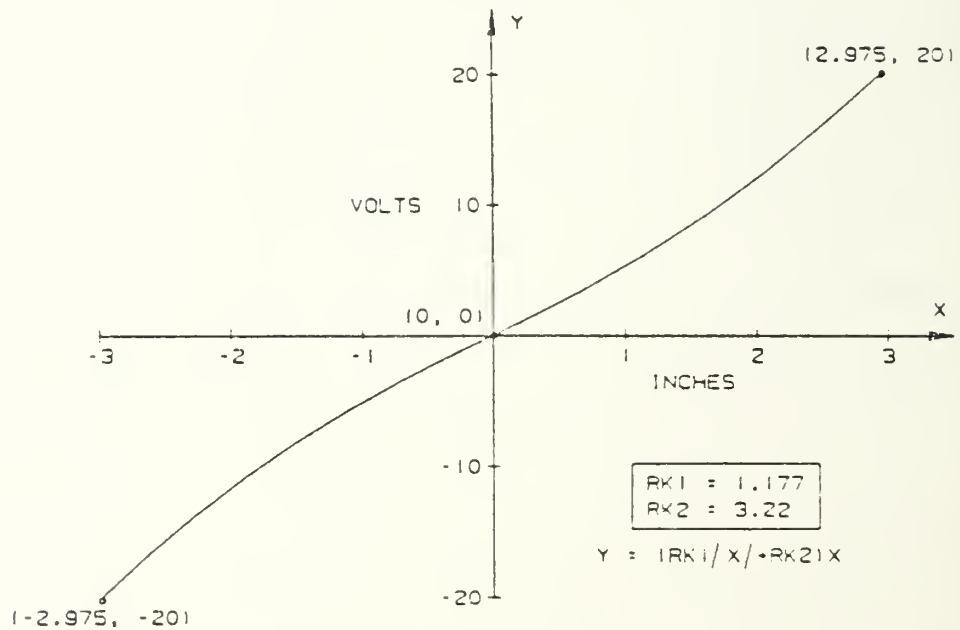
It is also recommended that the NATC program which computes the stability and control derivatives be acquired by the Aeronautical Engineering Department at the Naval Postgraduate School, to be made an integral part of this program. This would expand the ability of the program to simulate the

response of the aircraft for any flight condition, and various degrees of control surface damage.

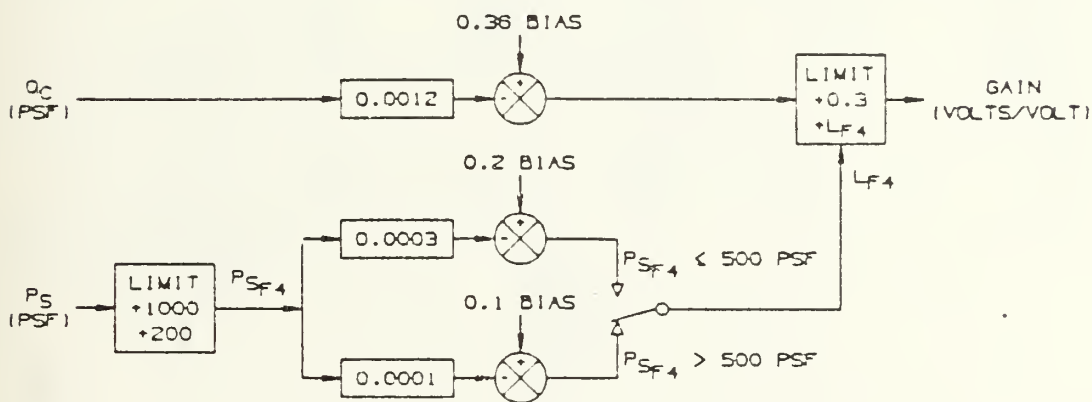
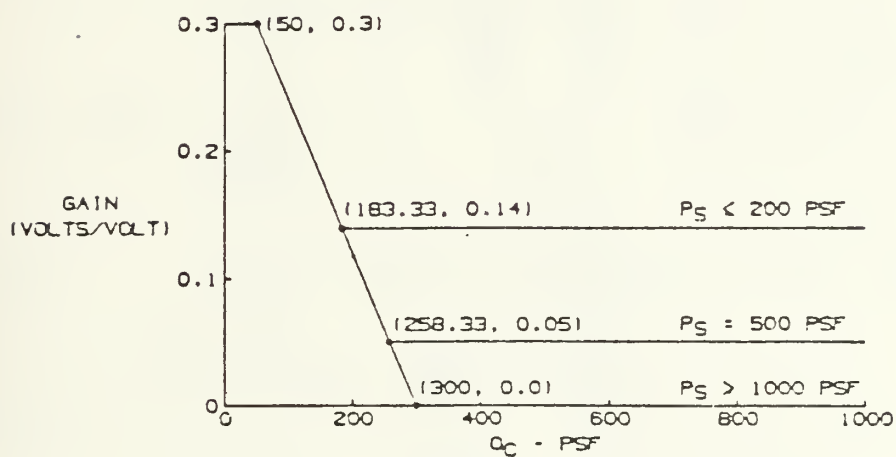
APPENDIX A
FUNCTION MATHEMATICAL DESCRIPTIONS

FUNCTION 1
LATERAL STICK GRADIENT

AUTO FLAP UP

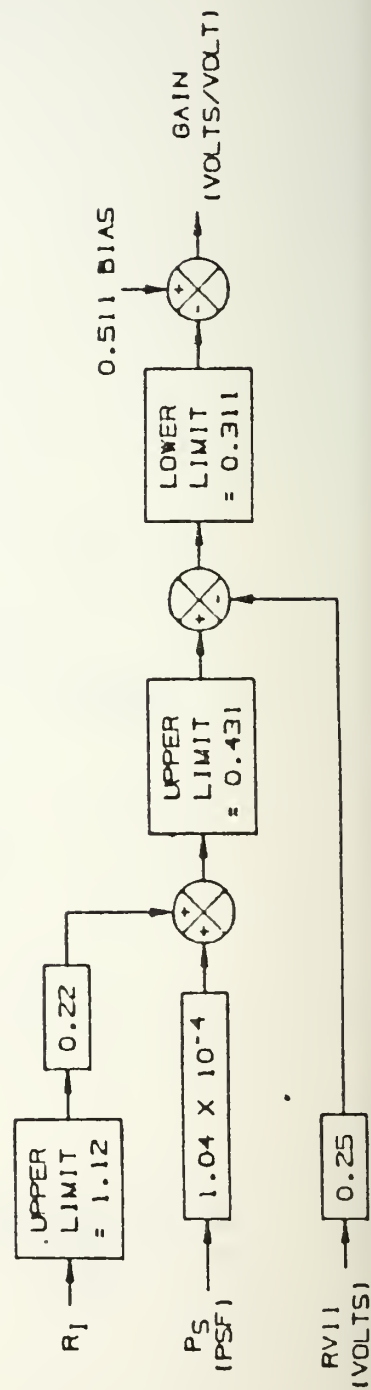
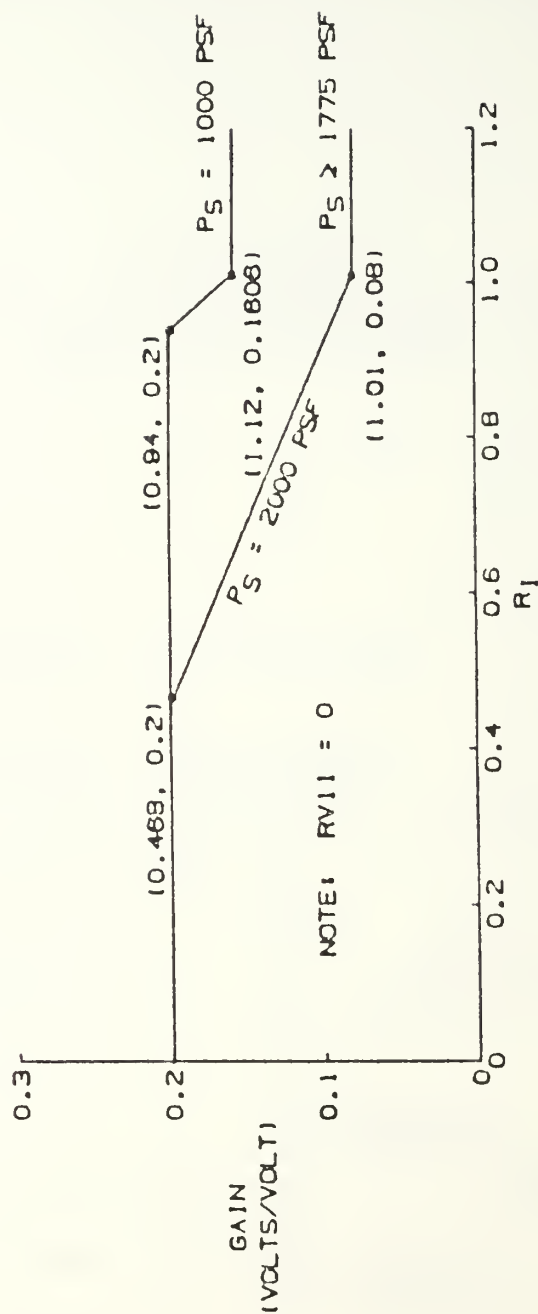


FUNCTION 4 ROLL RATE FEEDBACK GAIN SCHEDULE AUTO FLAP UP (Q_C, P_S)



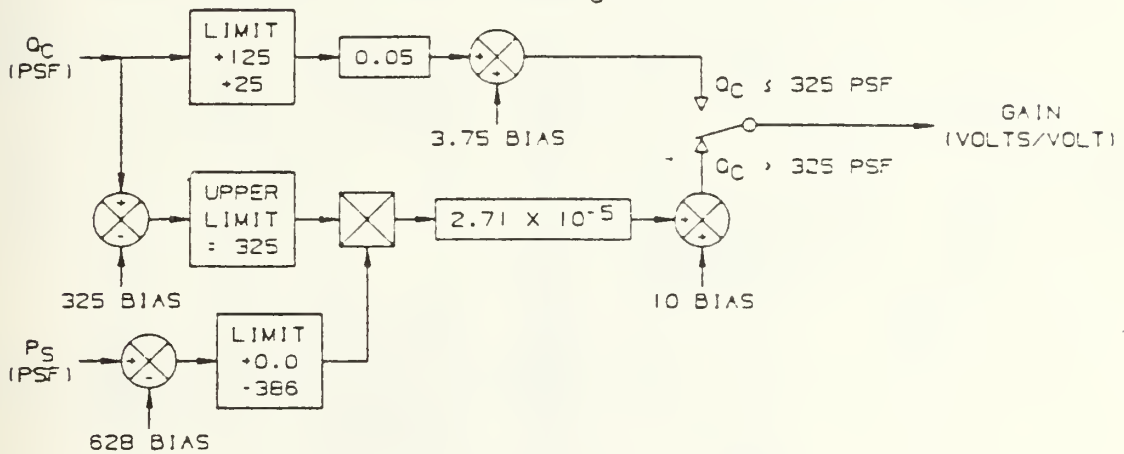
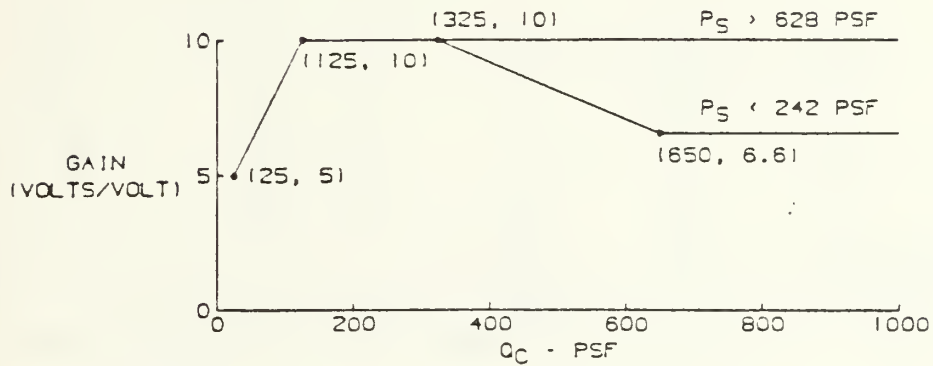
FUNCTION 6

DIFFERENTIAL STABILATOR GAIN SCHEDULE
AUTO FLAP UP (R_1 , P_S , RV_{11})



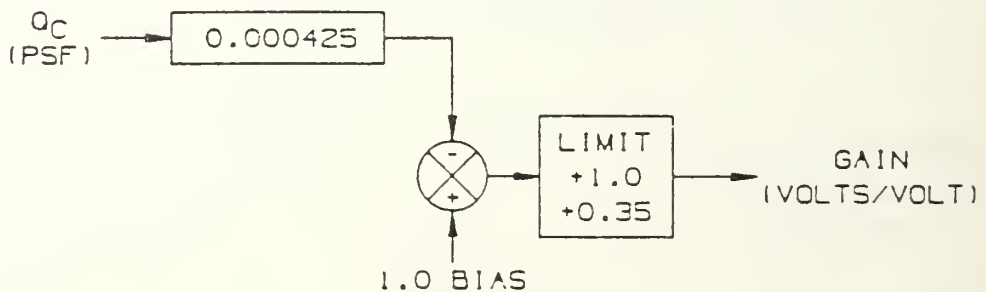
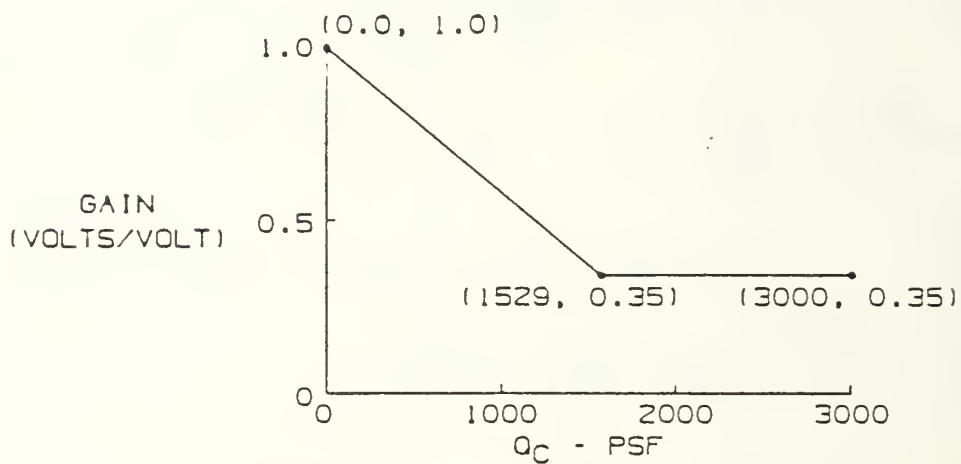
FUNCTION 7

LATERAL COMMAND GAIN SCHEDULE AUTO FLAP UP (Q_C , P_S)



FUNCTION 10

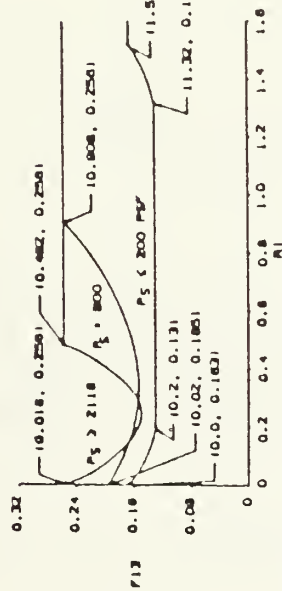
RUDDER COMMAND GAIN AUTO FLAP UP (Q_C)



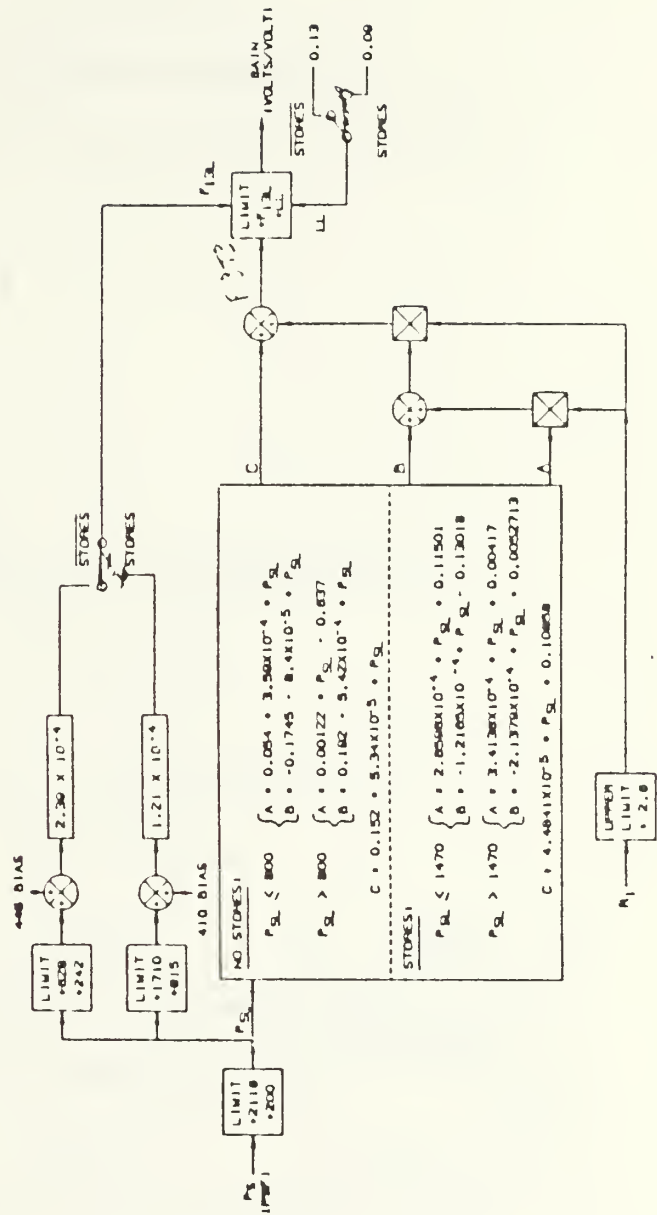
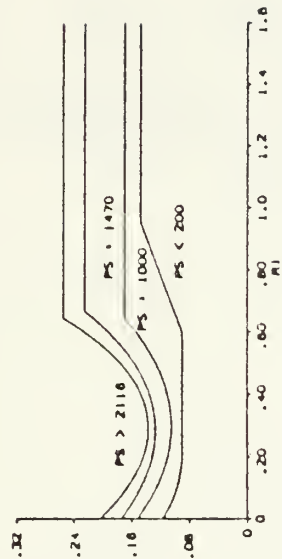
FUNCTION 13

LATERAL COMMAND GAIN SCHEDULE
AUTO FLAP UP (R_1 , P_S , STORES)

FUNCTION 13 VS. R_1
LATERAL COMMAND GAIN - NO STORES

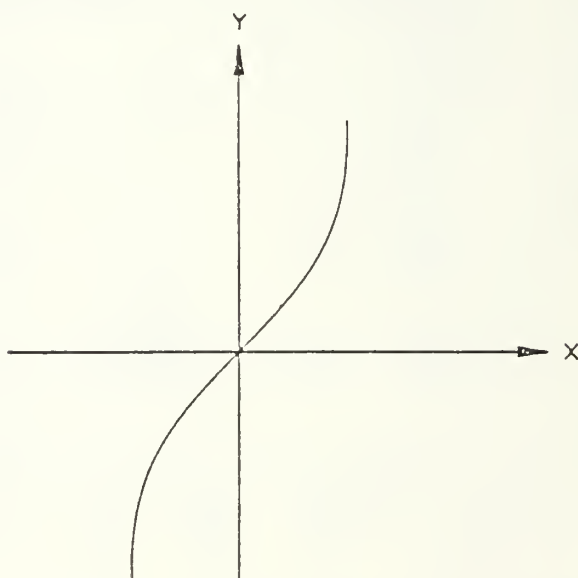


FUNCTION 13 VS. R_1
LATERAL COMMAND GAIN - STORES



FUNCTION 14

RUDDER PEDAL GRADIENT

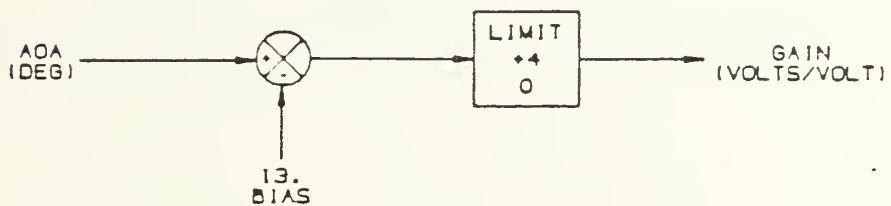
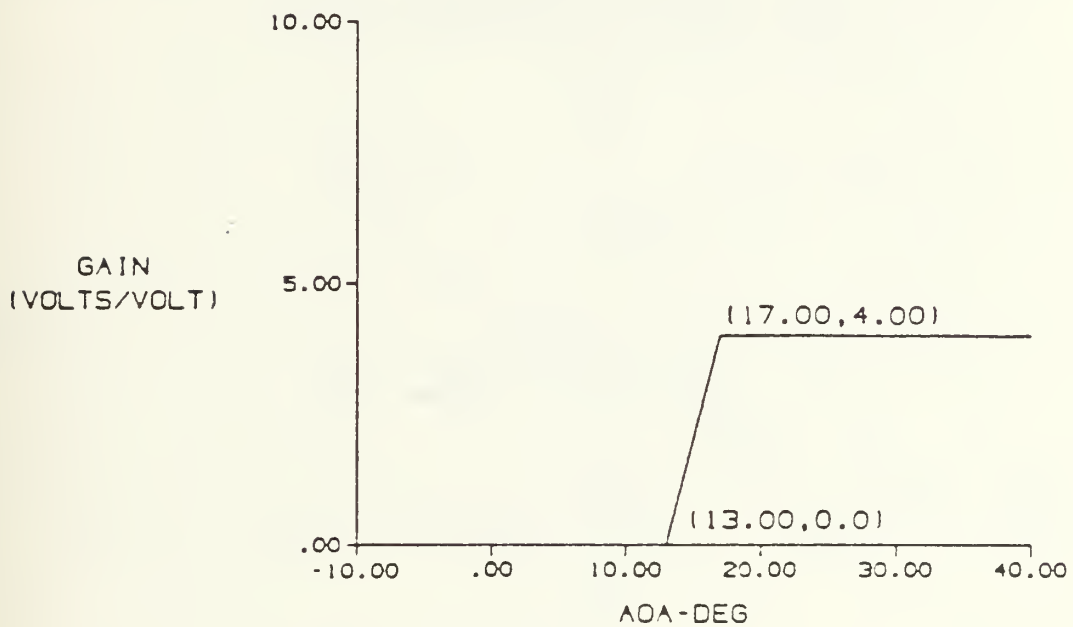


$$Y = (YK9/X) + YK10X$$

MODE	YK9	YK10
YCAS AND SPTN AND AFU	0.00072 X (FUNCTION 10)	0.234 X (FUNCTION 10)
YDEL AND SPTN	0.0017	0.138
SPIN	0.00144	0.468
YCAS AND SPTN AND AFU	0.00072	0.234

FUNCTION 17

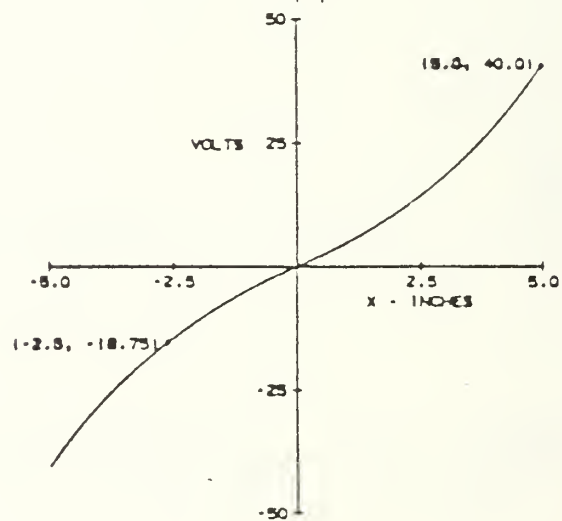
RUDDER PEDAL COMMAND GAIN INCREMENT
AUTO FLAP UP (AOA)



FUNCTION 20

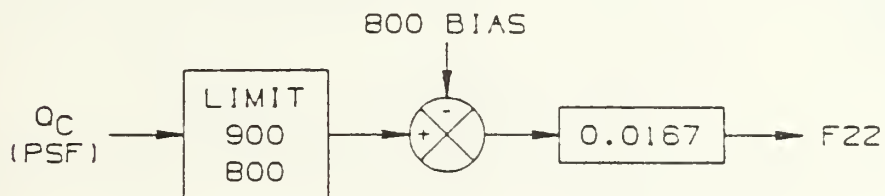
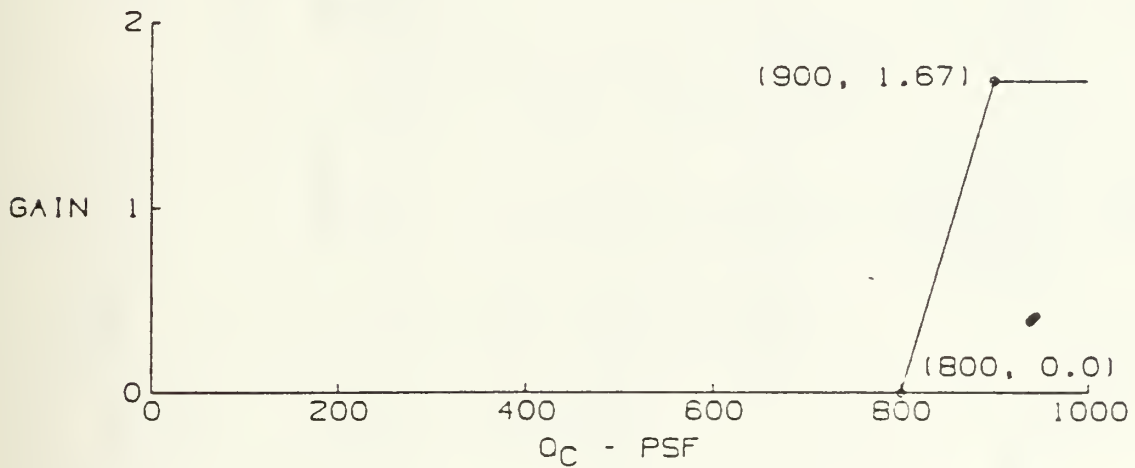
LONGITUDINAL STICK GRADIENT

$$F20 = X(17.0 + 0.2|X|)$$



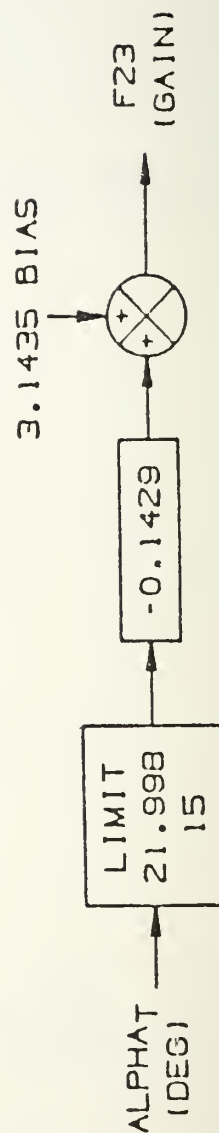
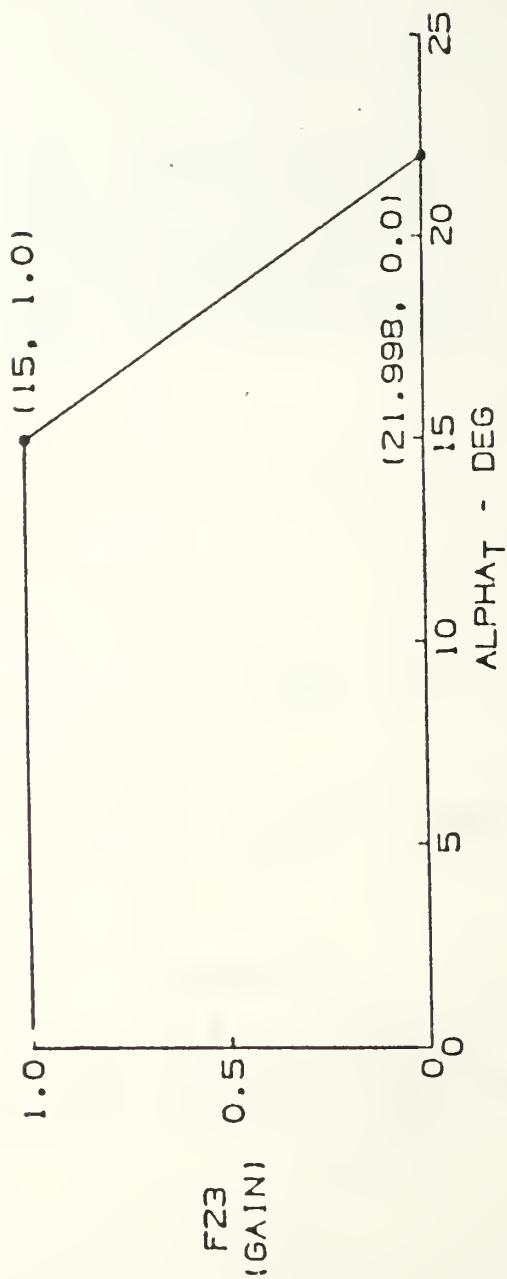
FUNCTION 22

FADER ON THE SUPERSONIC COMPENSATION
AUTO FLAP UP (Q_C)

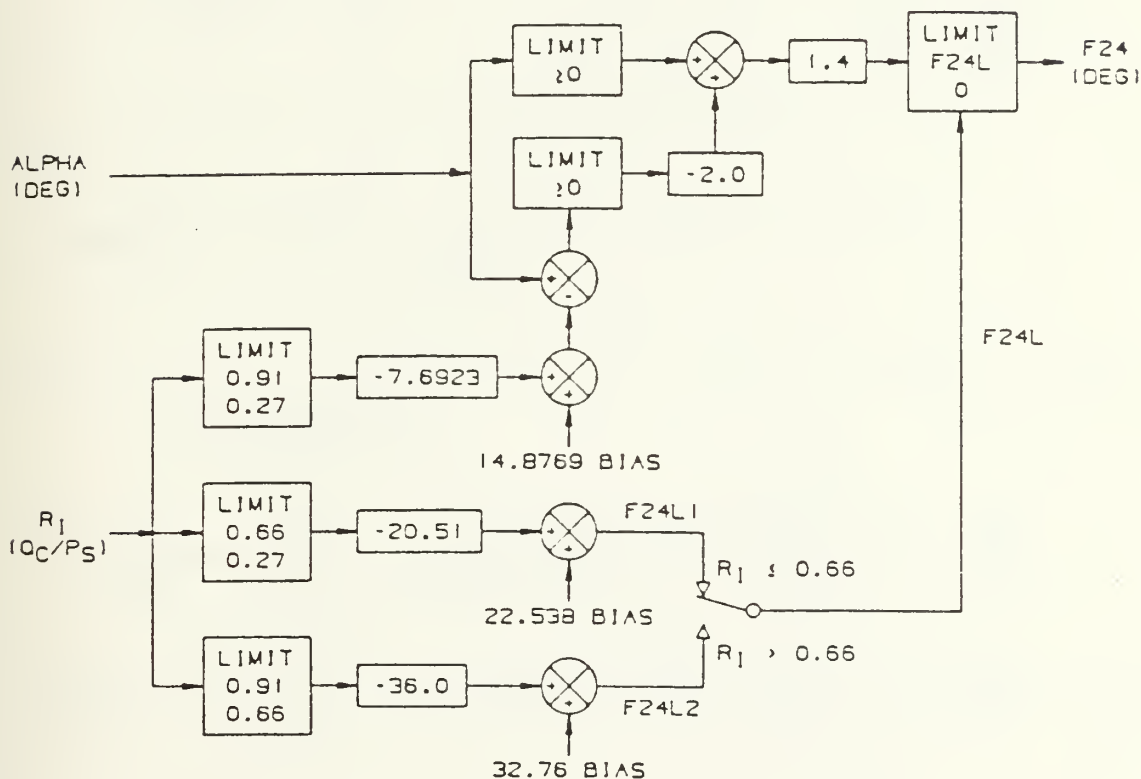
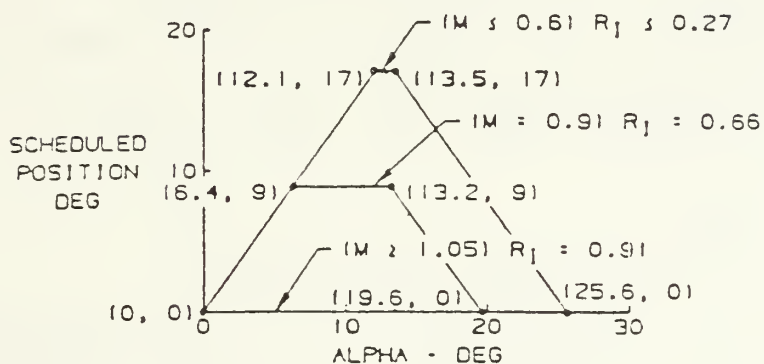


FUNCTION 23

STALL MARGIN GAIN ON PITCH
FORWARD LOOP INTEGRATOR
(AOA)

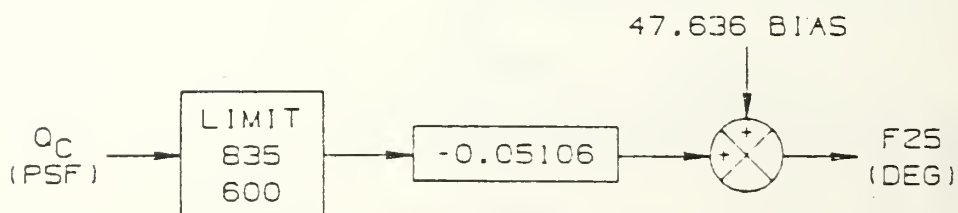
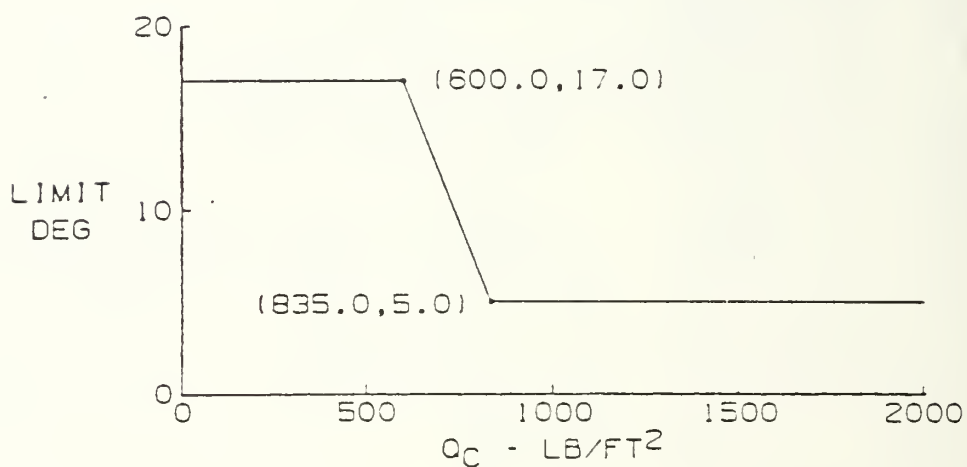


FUNCTION 24 TRAILING EDGE FLAP SCHEDULE AUTO FLAP UP (AOA, R_1)



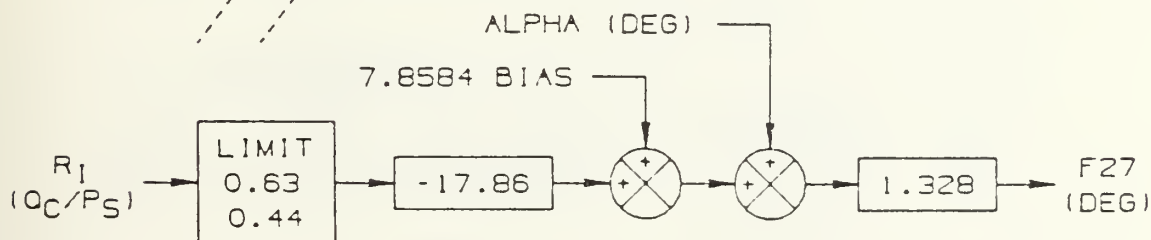
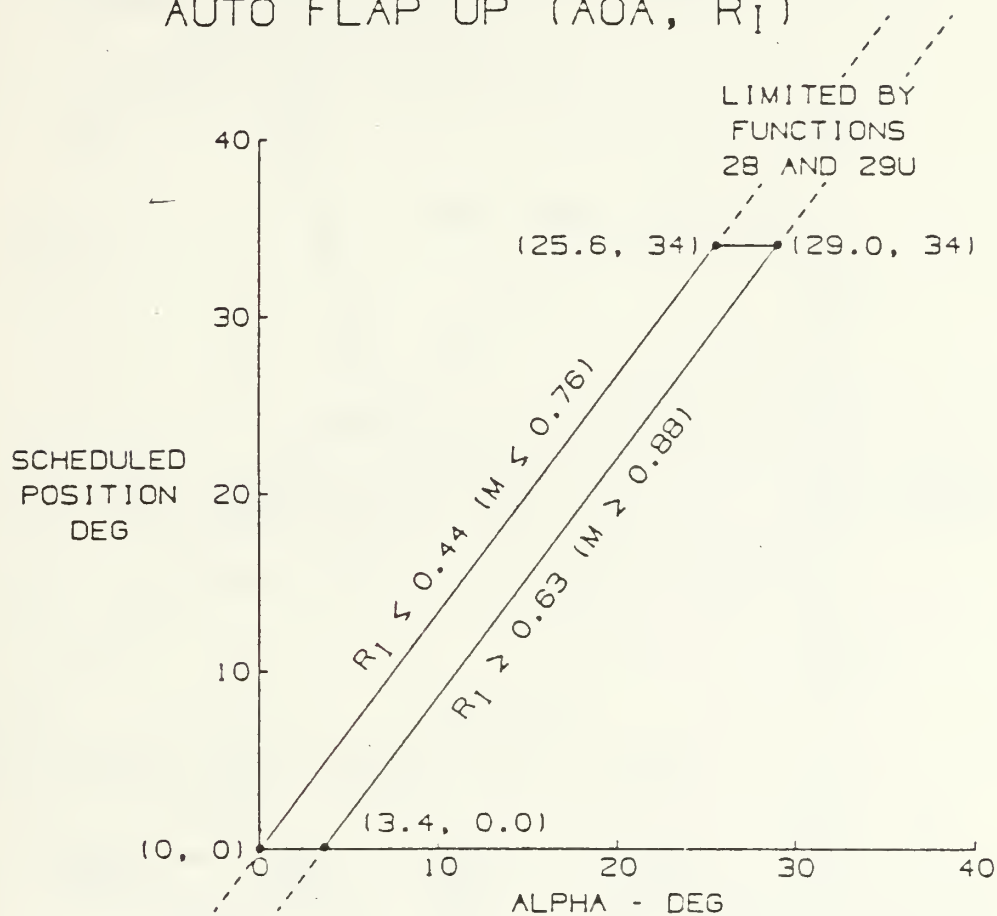
FUNCTION 25

TRAILING EDGE FLAP SCHEDULE
AUTO FLAP UP (Q_C LIMIT)

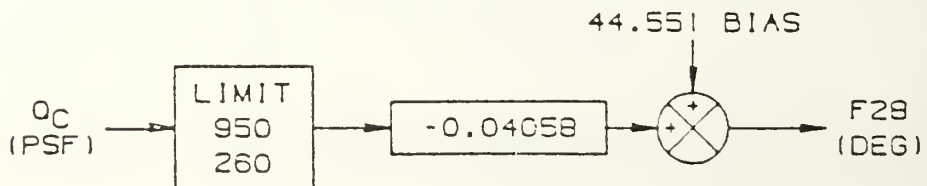
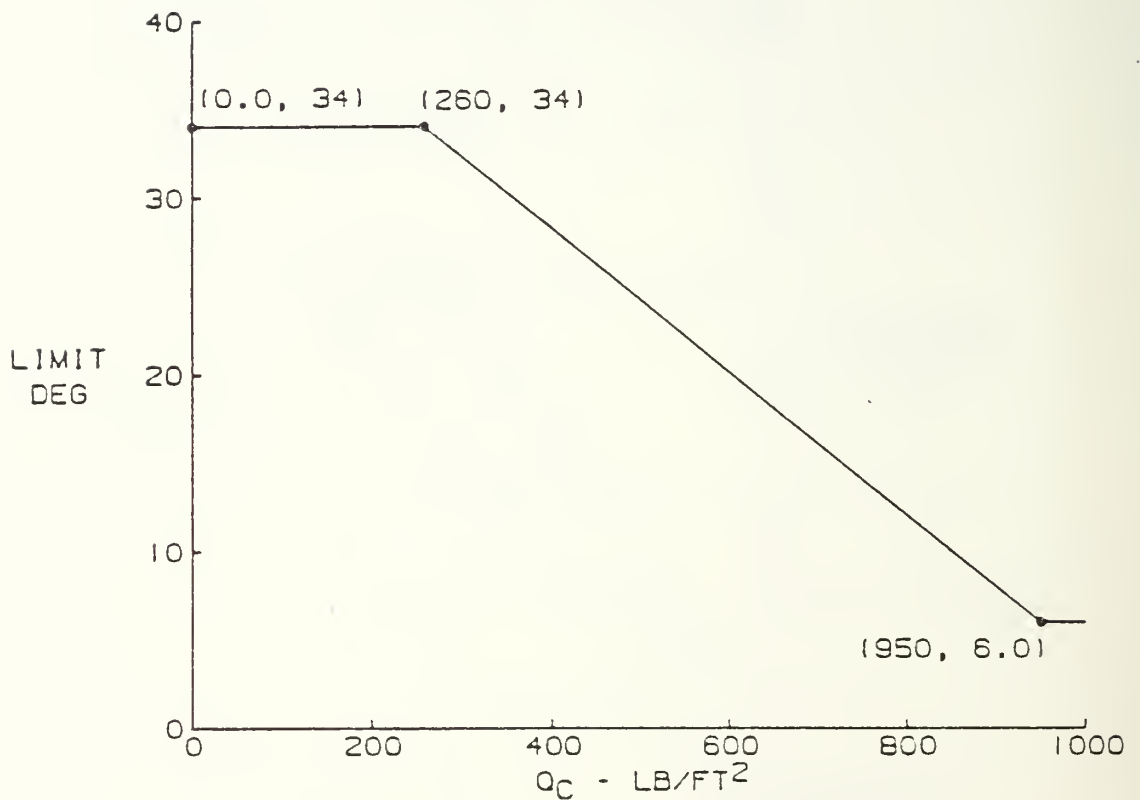


FUNCTION 27

LEADING EDGE FLAP SCHEDULE AUTO FLAP UP (AOA, R_1)

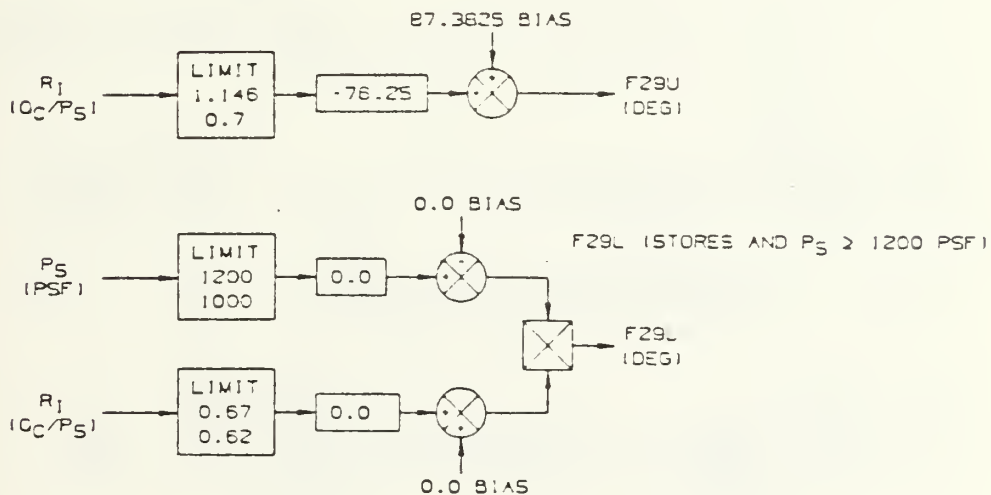
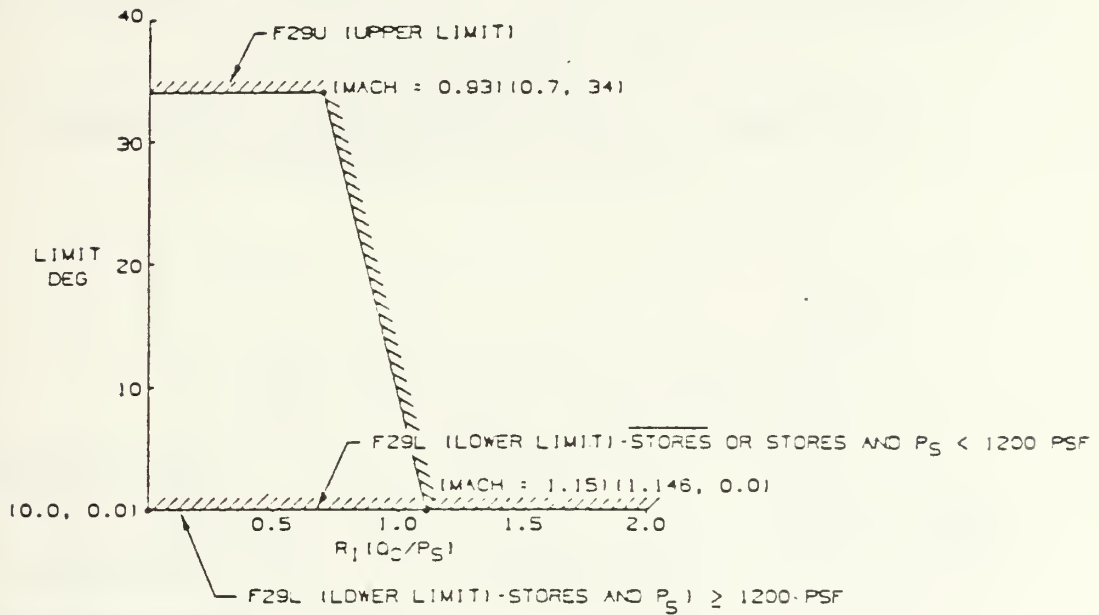


FUNCTION 28 LEADING EDGE FLAP SCHEDULE AUTO FLAP UP (Q_C LIMIT)



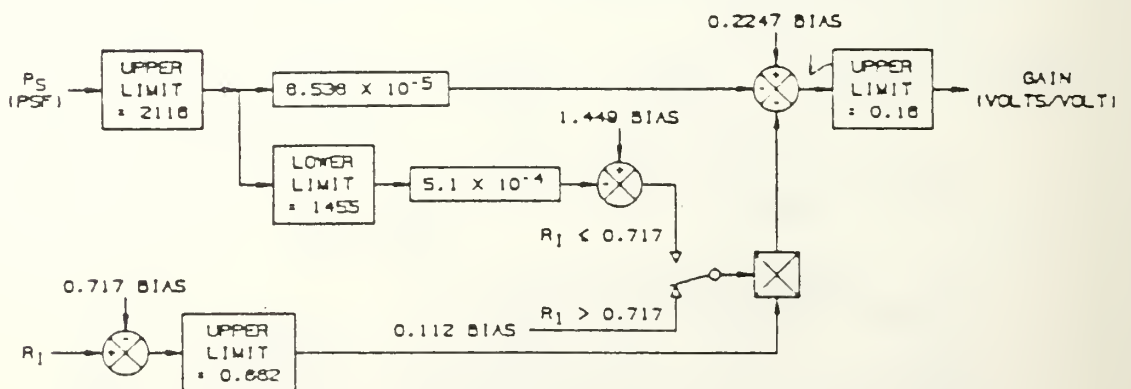
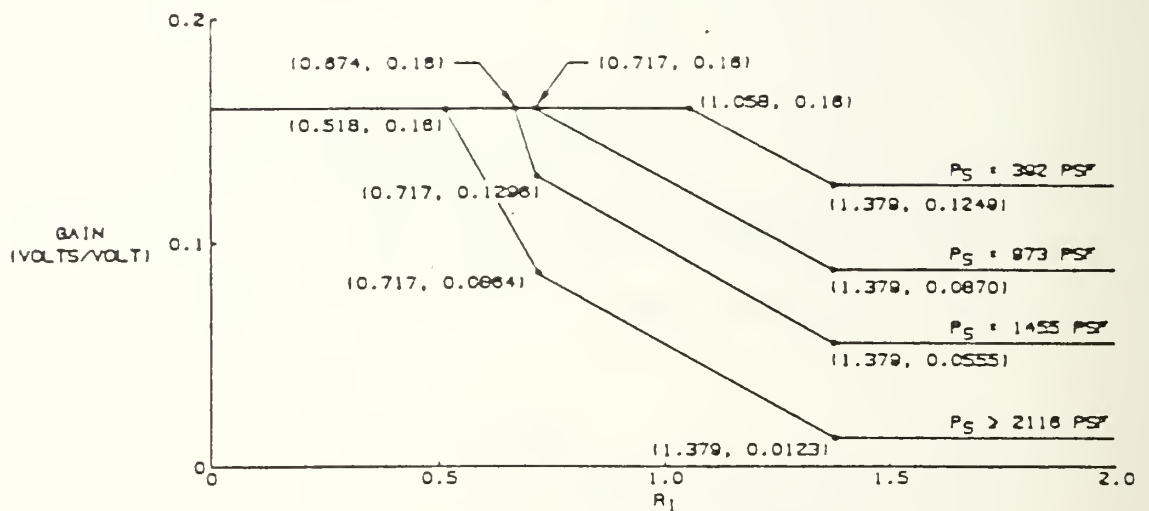
FUNCTION 29

LEADING EDGE FLAP SCHEDULE AUTO FLAP UP (R_1 LIMIT)



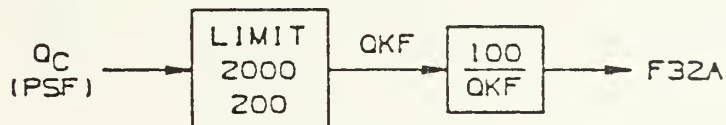
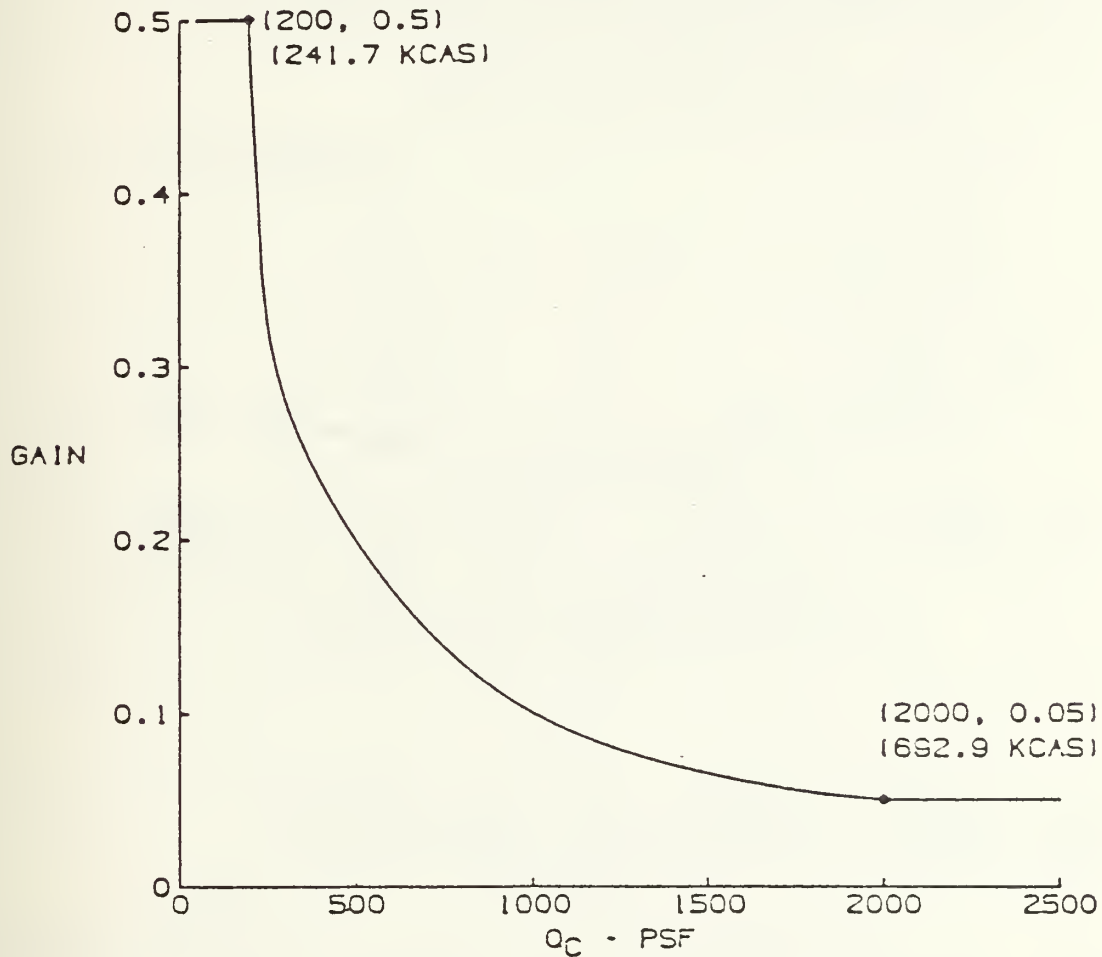
F29L = 0 DEG FOR STORES OR STORES AND $P_S < 1200$ PSF

FUNCTION 31 DIFFERENTIAL TRAILING EDGE FLAP GAIN SCHEDULE AUTO FLAP UP (R_1 , P_S)



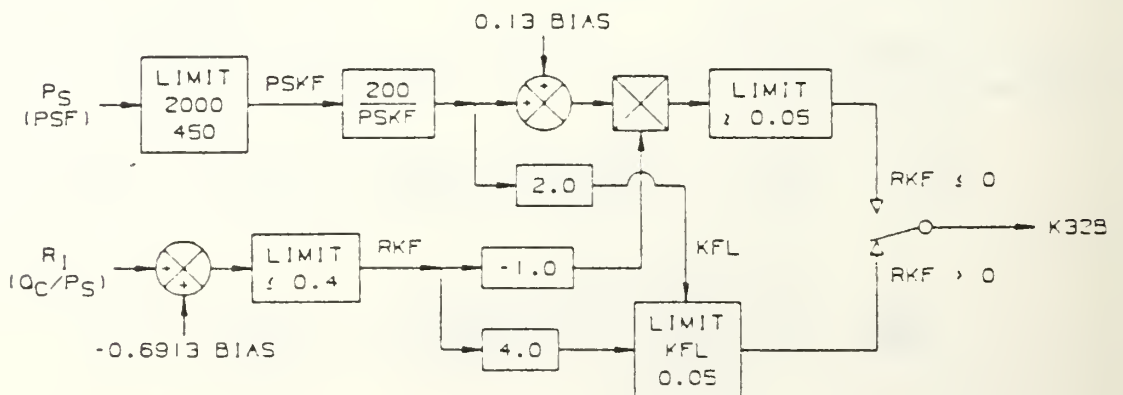
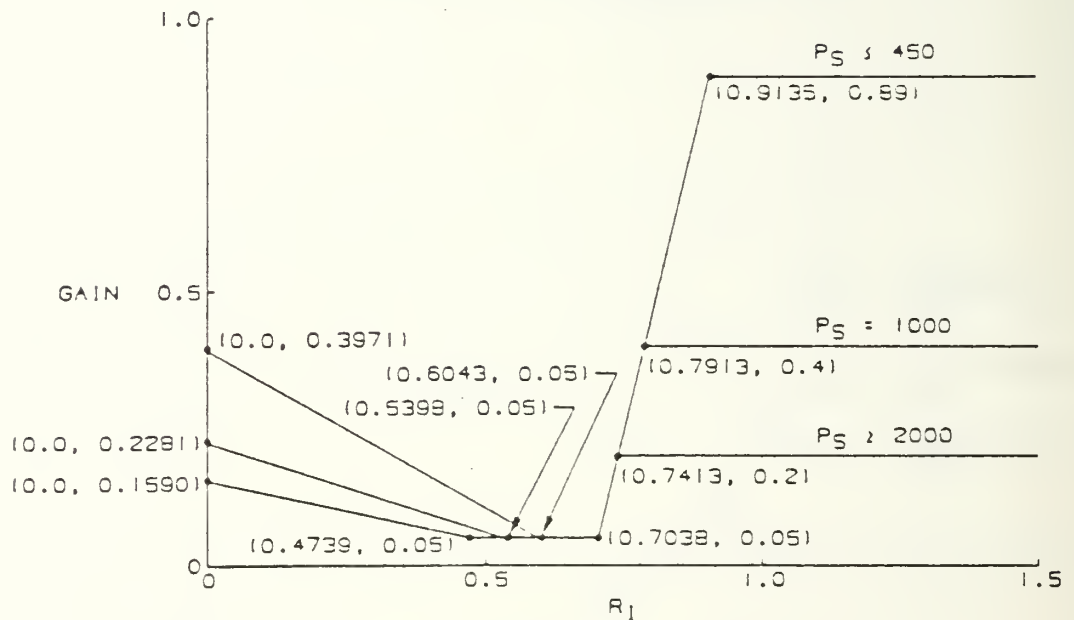
FUNCTION 32A

LONGITUDINAL FORWARD LOOP GAIN SCHEDULE
AUTO FLAP UP (Q_C)



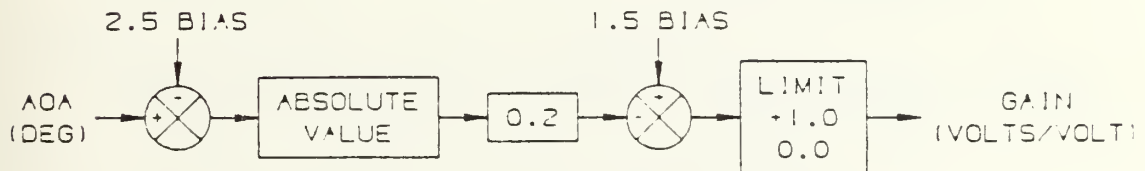
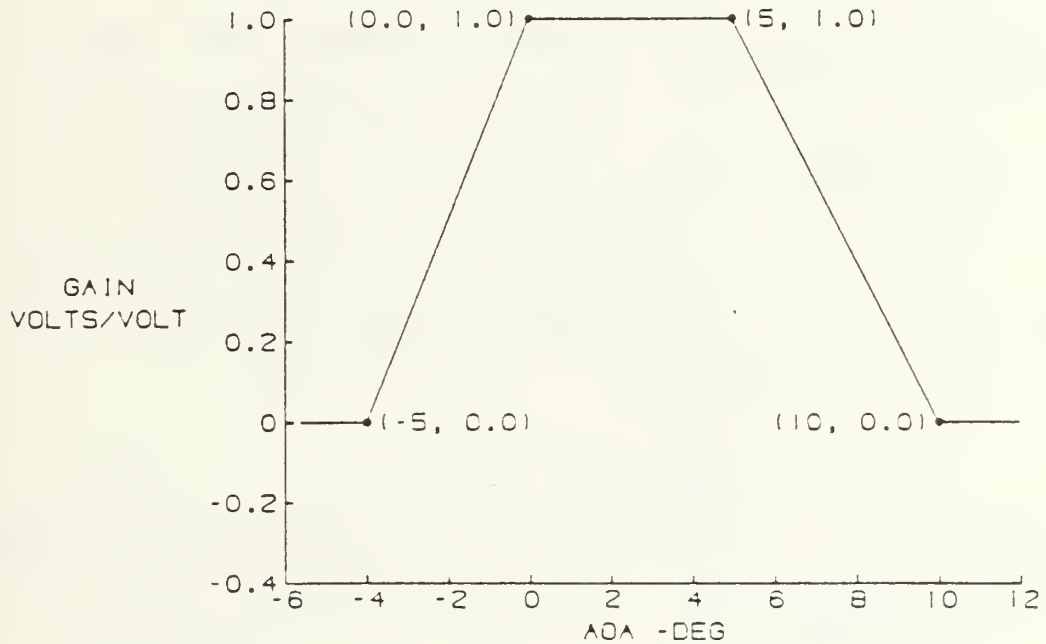
FUNCTION 32B

LONGITUDINAL FORWARD LOOP GAIN SCHEDULE
AUTO FLAP UP DTHETADEL (R1, PS)

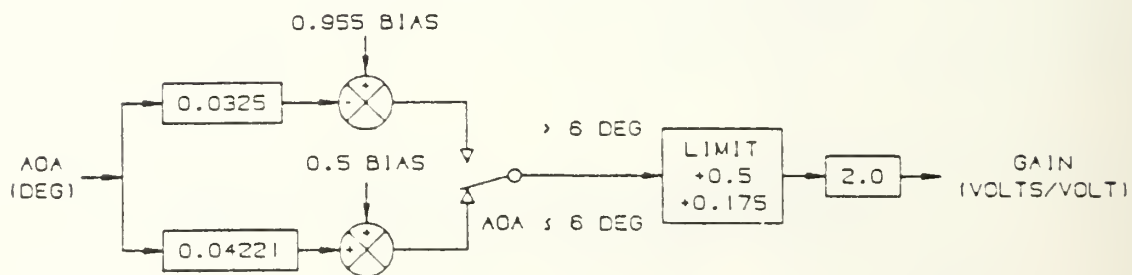
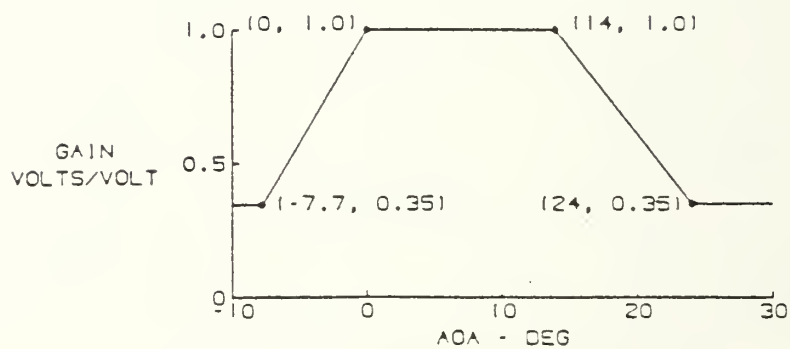


FUNCTION 34

DIFFERENTIAL TRAILING EDGE FLAP
GAIN SCHEDULE
AUTO FLAP UP (AOA)



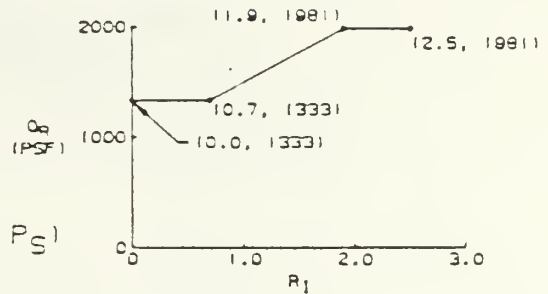
FUNCTION 35 LATERAL FORWARD LOOP GAIN SCHEDULE AUTO FLAP UP (AOA)



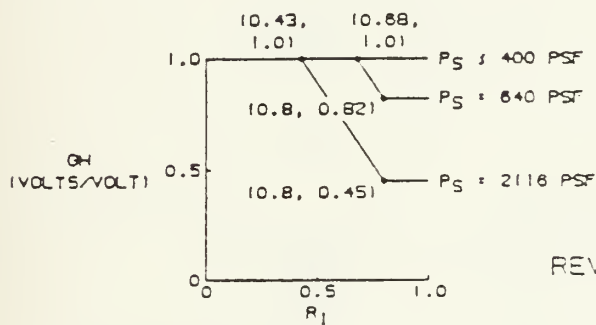
FUNCTION 36

AILERON GAIN SCHEDULE AUTO FLAP UP (Q_C , P_S , R_1)

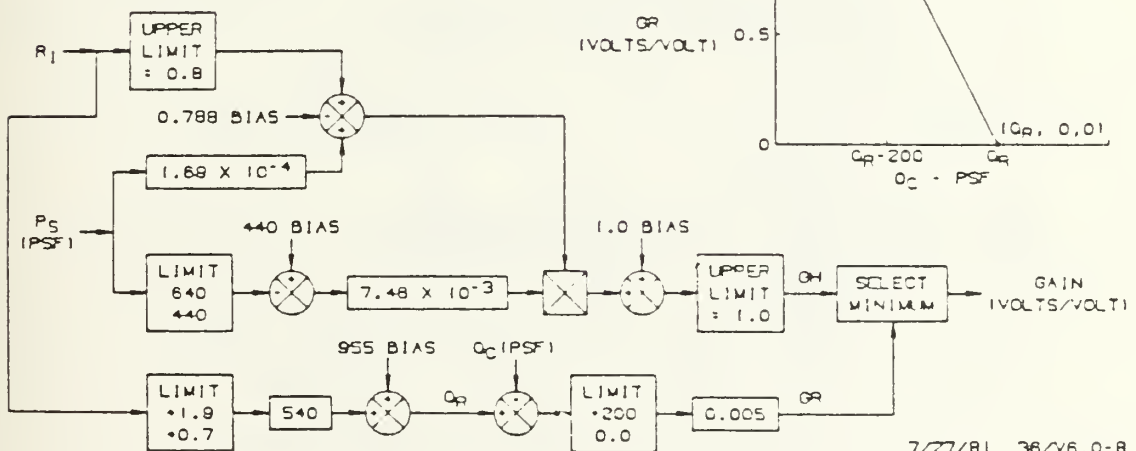
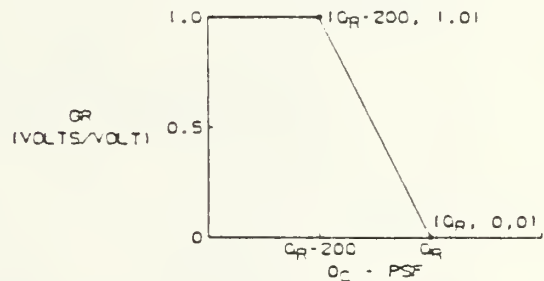
QR (REVERSAL POINT) SCHEDULE



HINGE MOMENT GAIN SCHEDULE (R_1 , P_S)



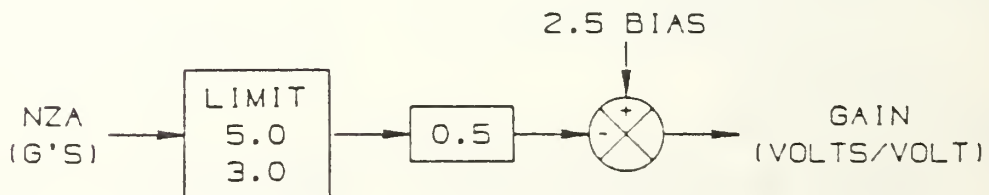
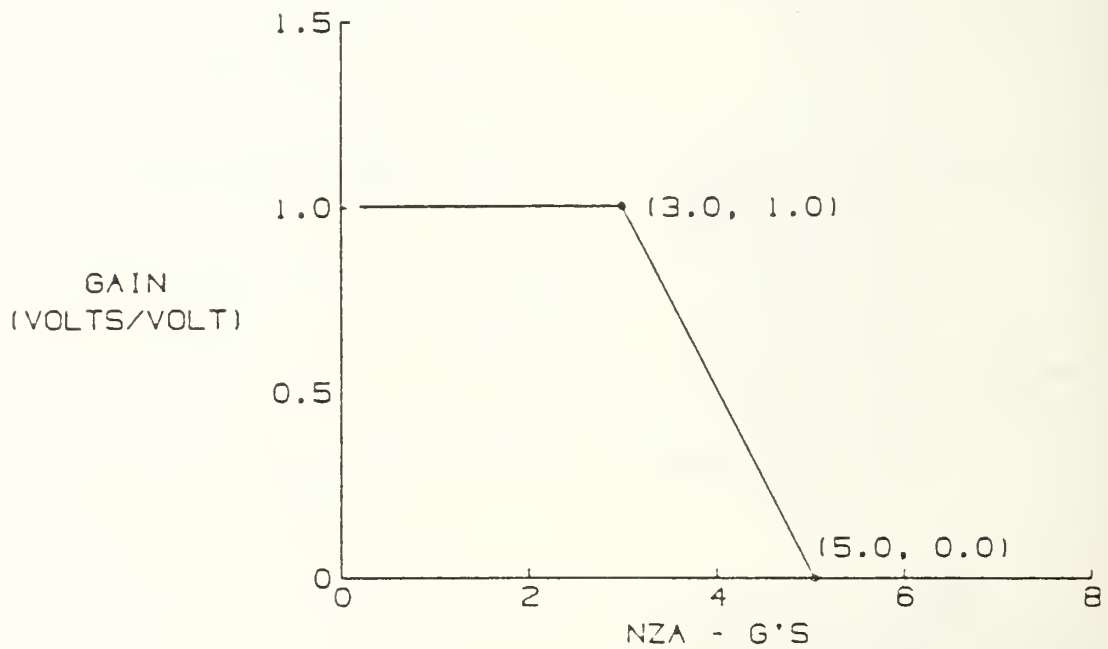
REVERSAL GAIN SCHEDULE (Q_C , Q_R)



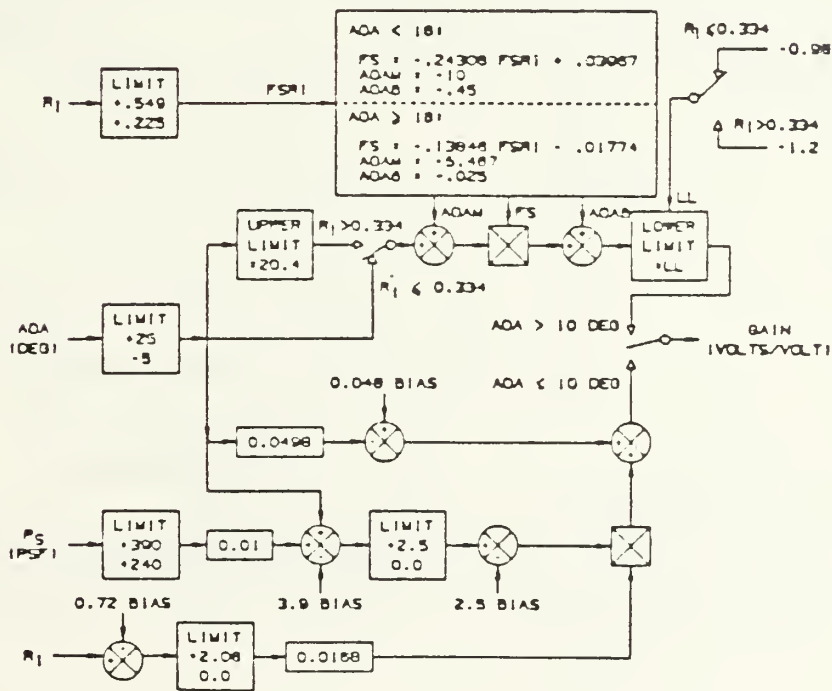
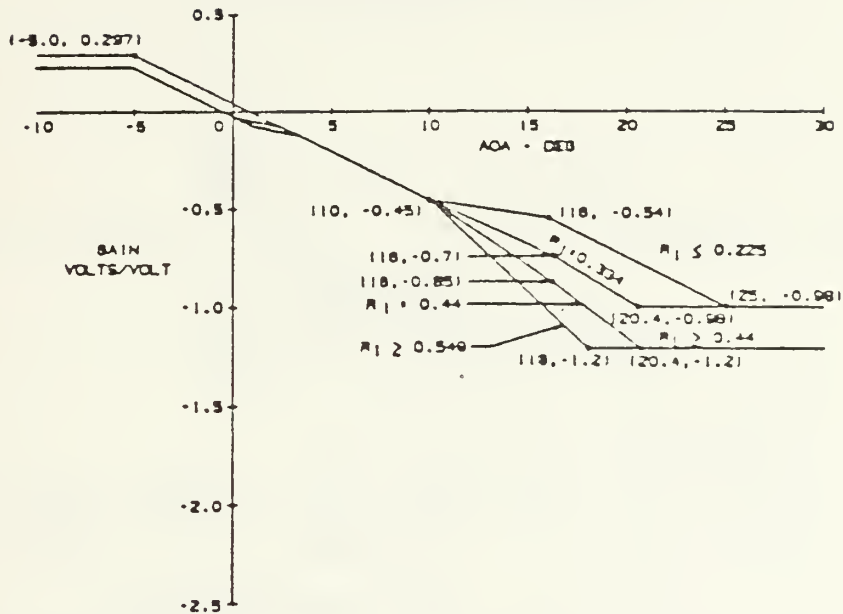
7/27/81 36/V6.0-8

FUNCTION 37

NZ LIMIT ON AOA FEEDBACK
AUTO FLAP UP (NZA)

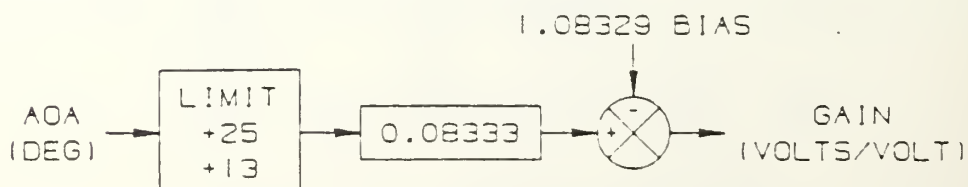
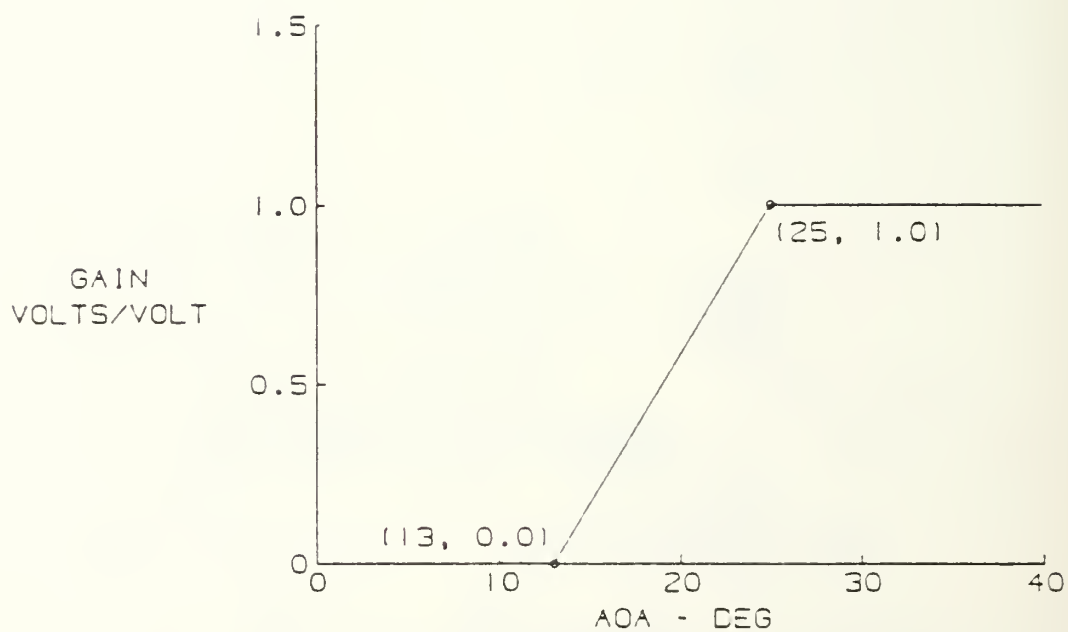


FUNCTION 38 RSRI GAIN SCHEDULE AUTO FLAP UP (AOA, R_1 , P_S)

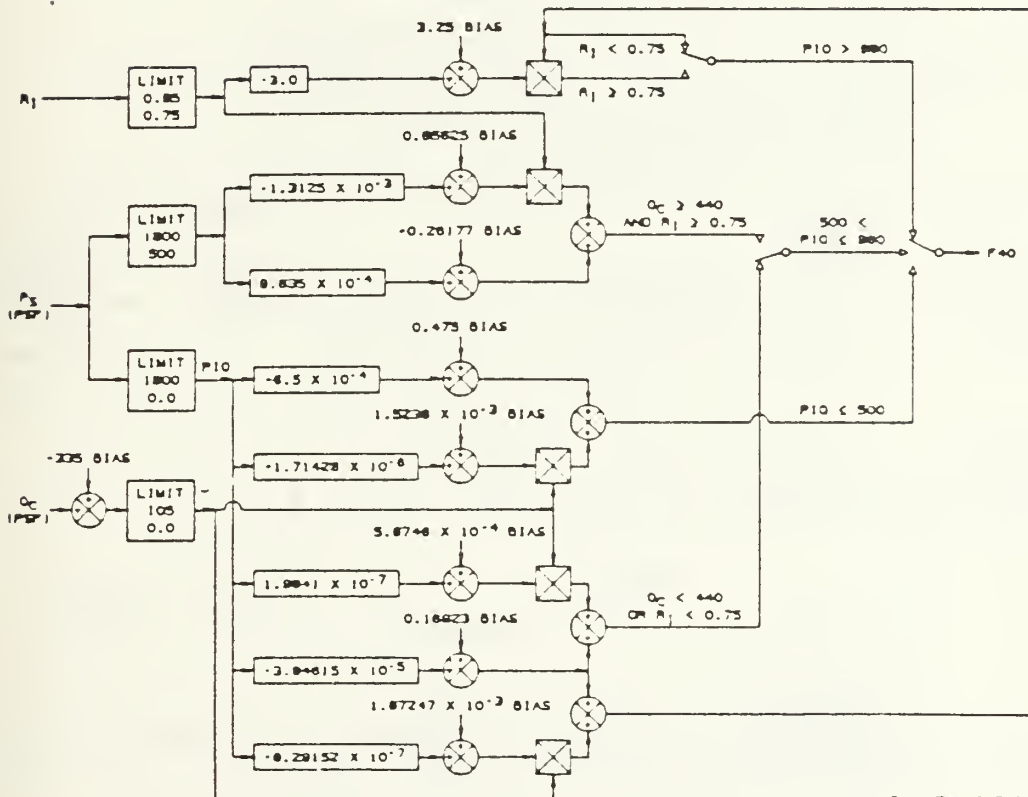
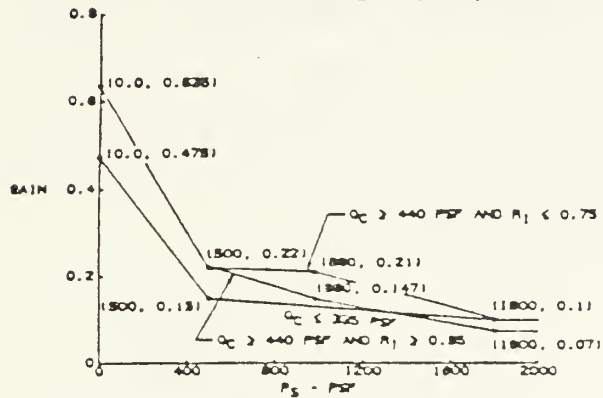


FUNCTION 39

RUDDER PEDAL TO ROLL CAS INTERCONNECT
GAIN SCHEDULE
AUTO FLAP UP (AOA)

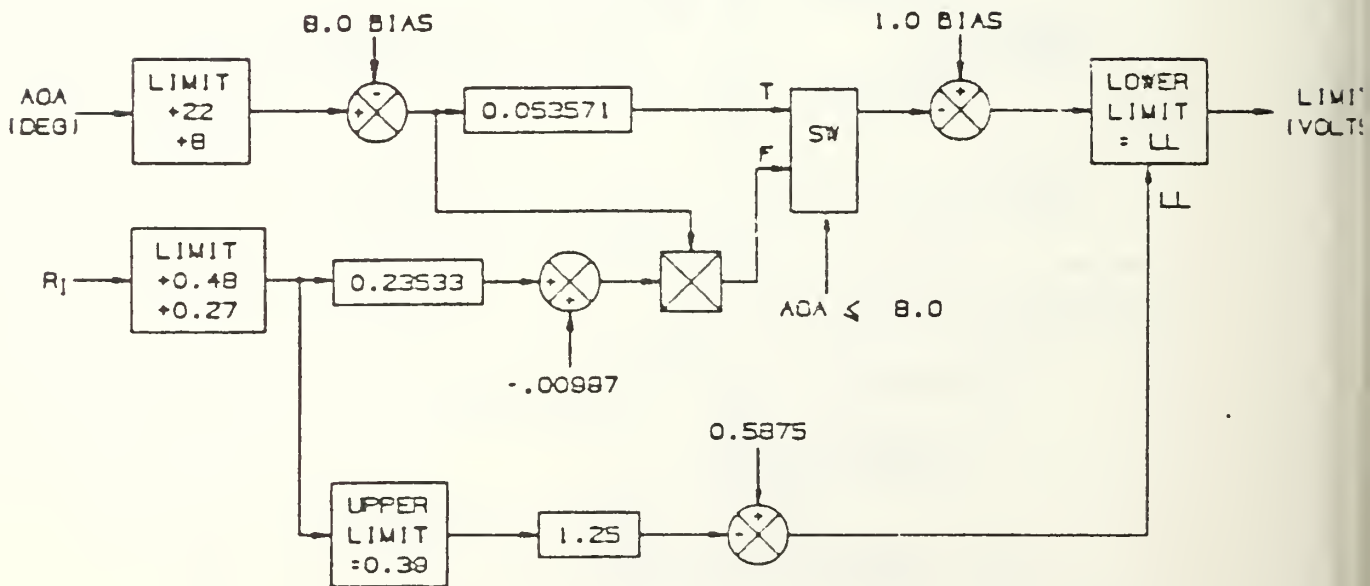
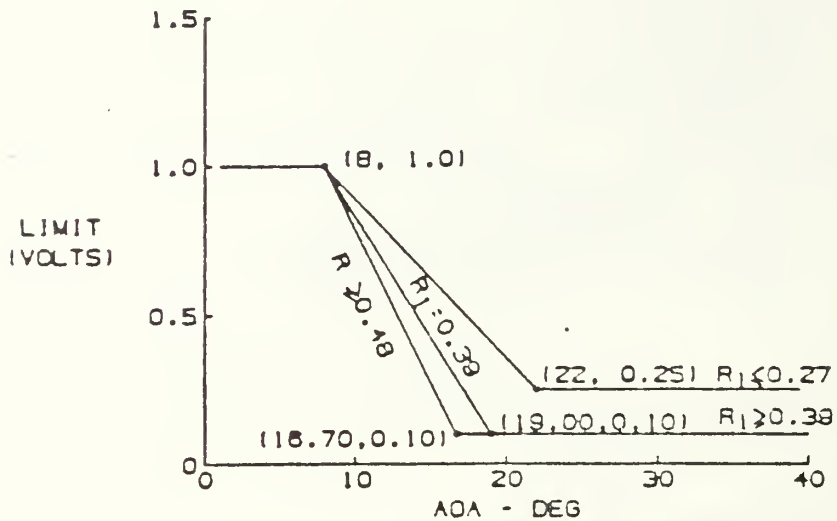


FUNCTION 40
PITCH RATE FEEDBACK GAIN SCHEDULE
AUTO FLAP UP (P_S, Q_C, R₁)

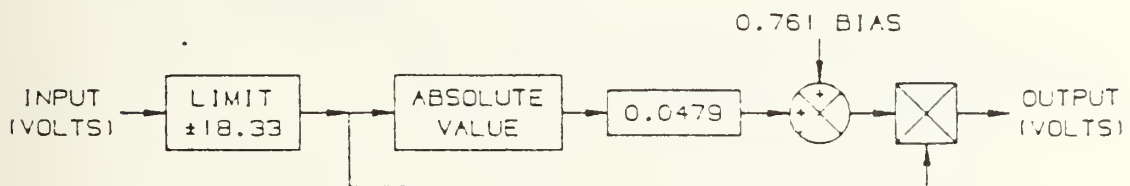
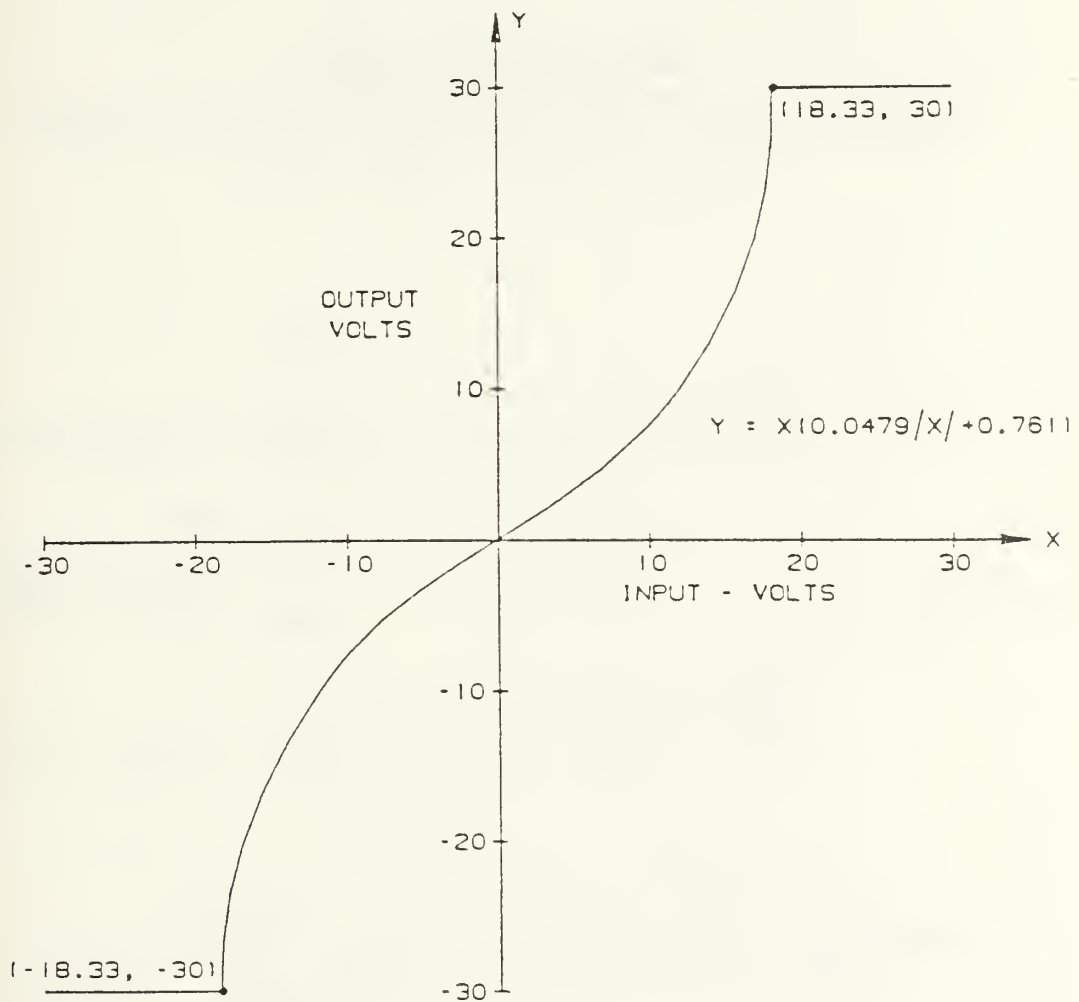


FUNCTION 41

ROLLING SURFACE LIMIT SCHEDULE AUTO FLAP UP (AOA, R_I)

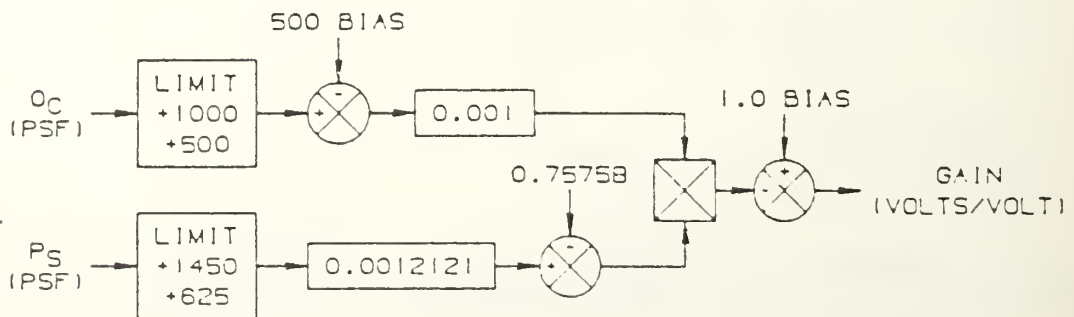
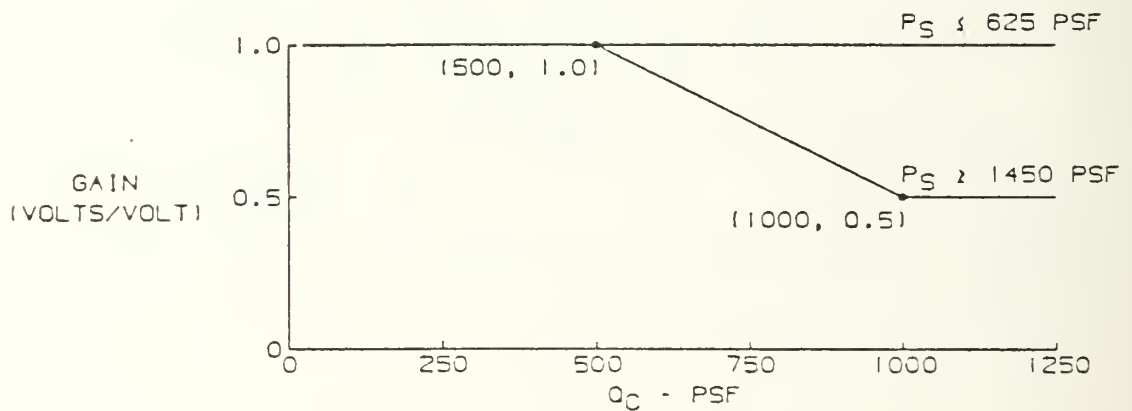


FUNCTION 42 RSRI NONLINEAR GRADIENT



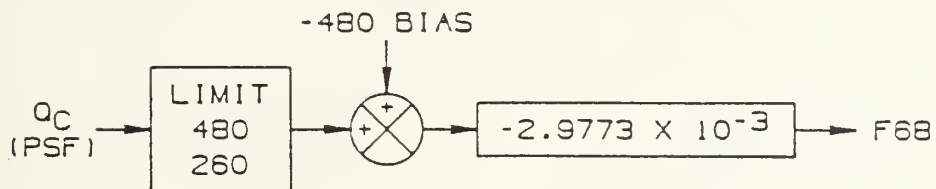
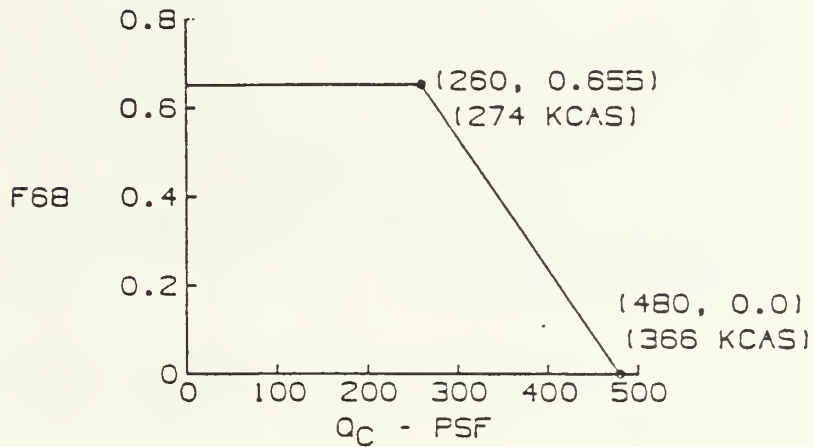
FUNCTION 45

DIRECTIONAL FORWARD LOOP GAIN SCHEDULE
AUTO FLAP UP (Q_C , P_S)

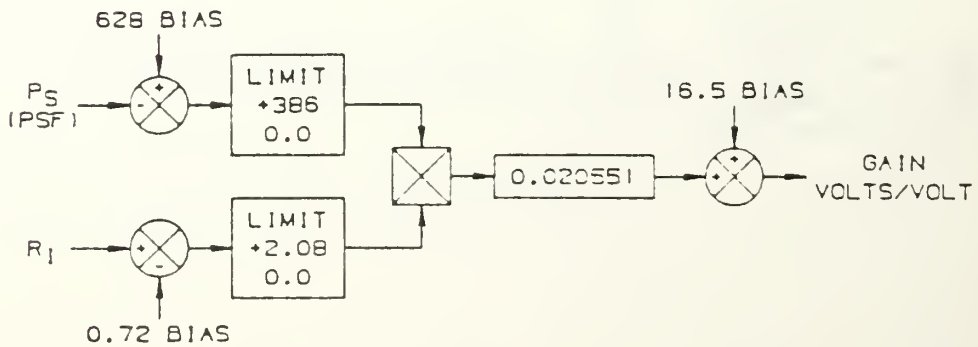
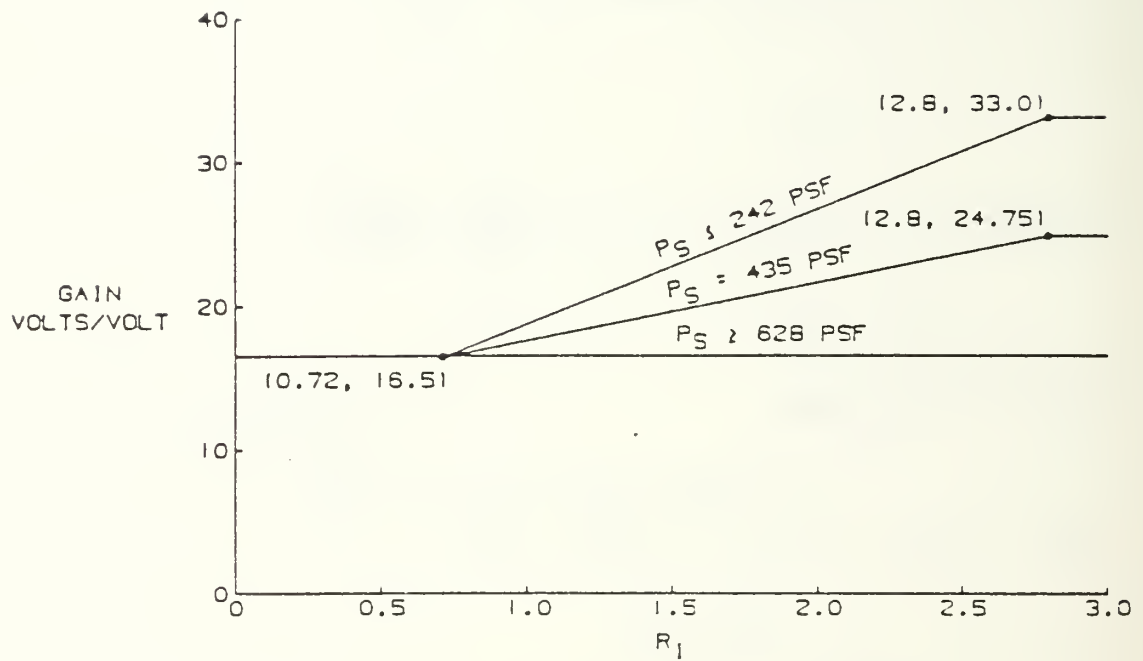


FUNCTION 68

PITCH RATE FEEDBACK GAIN SCHEDULE
AUTO FLAP UP (Q_C)

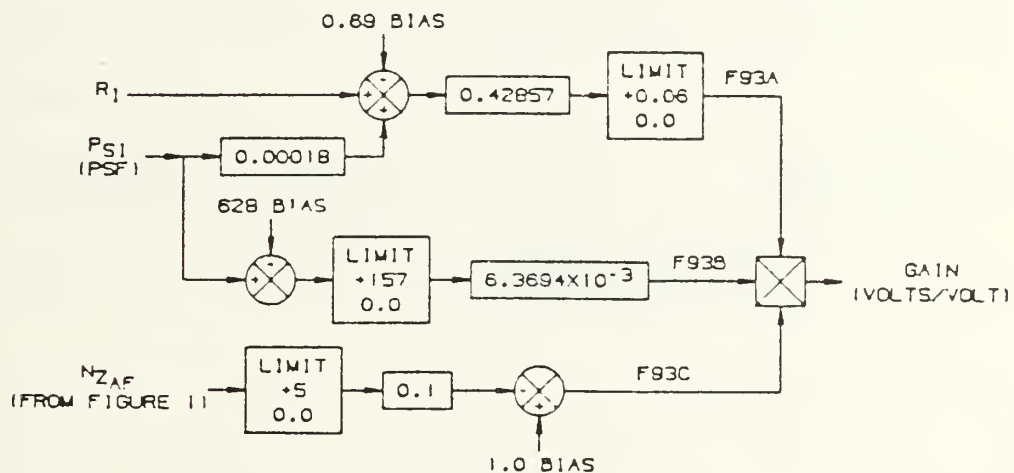
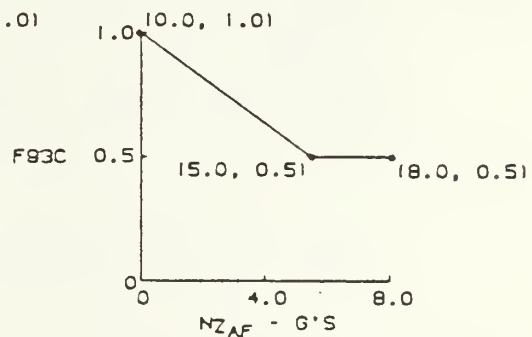
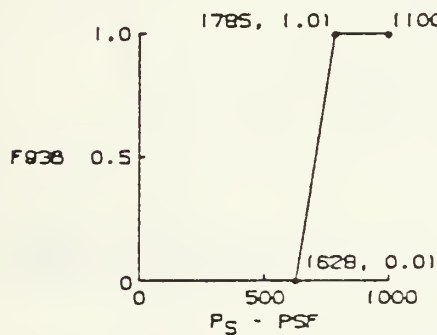
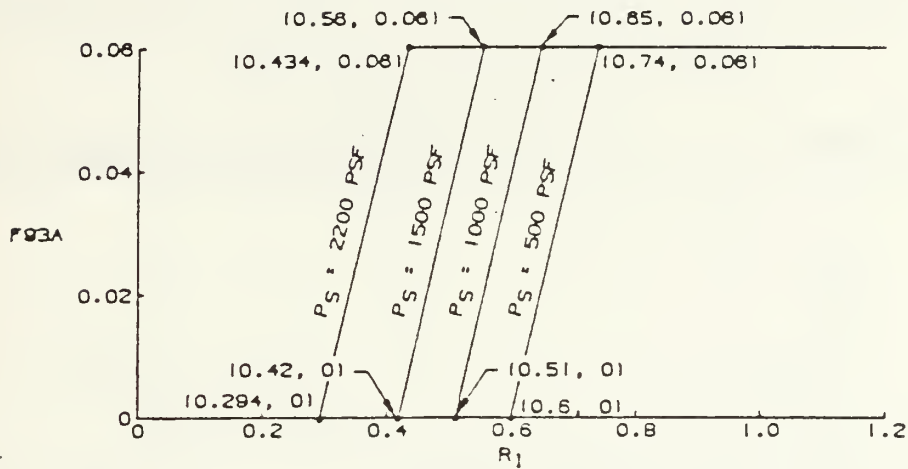


FUNCTION 90 LATERAL ACCELERATION FEEDBACK GAIN SCHEDULE (R_I , P_S)



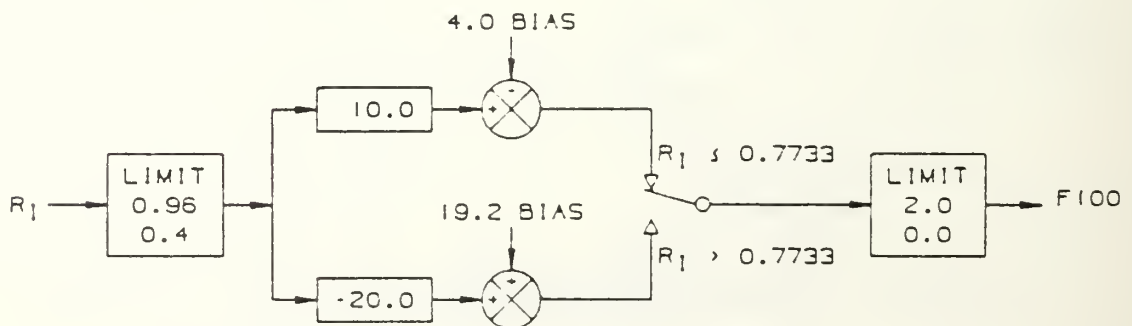
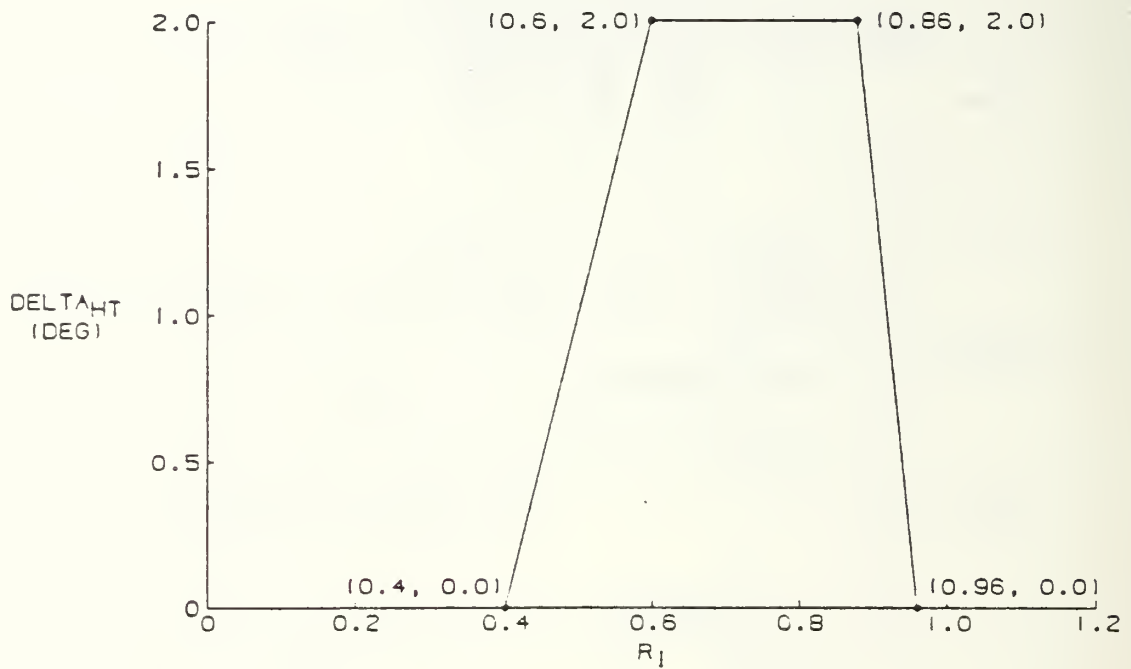
FUNCTION 93

DIFFERENTIAL LEADING EDGE FLAP GAIN SCHEDULE
 AUTO FLAP UP (R_1 , PS_1 , NZ_{AF})



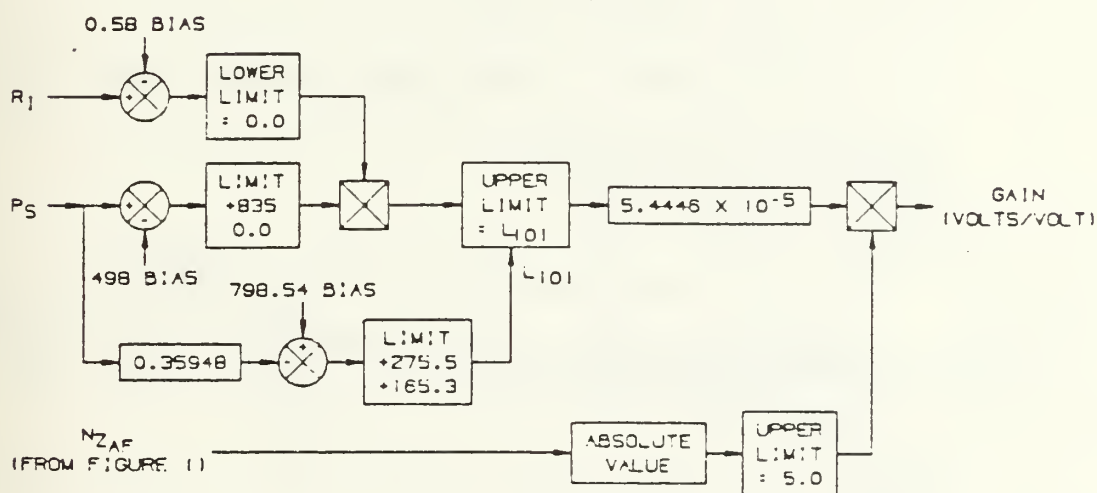
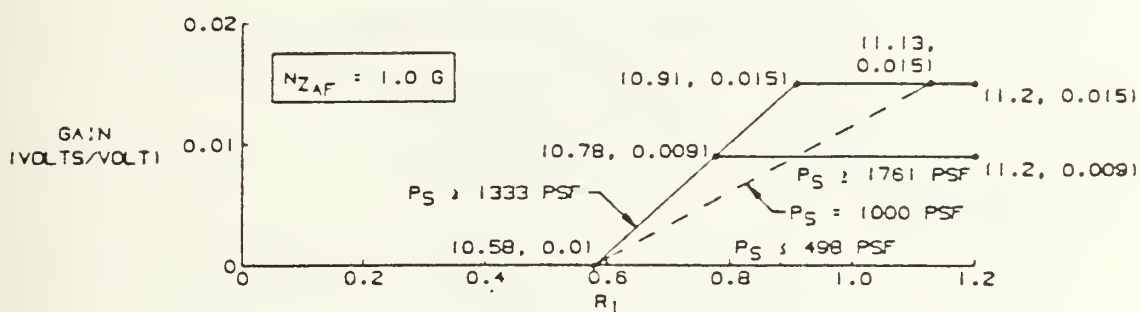
FUNCTION 100

SPEEDBRAKE COMPENSATION INCREMENT
AUTO FLAP UP (R_1)

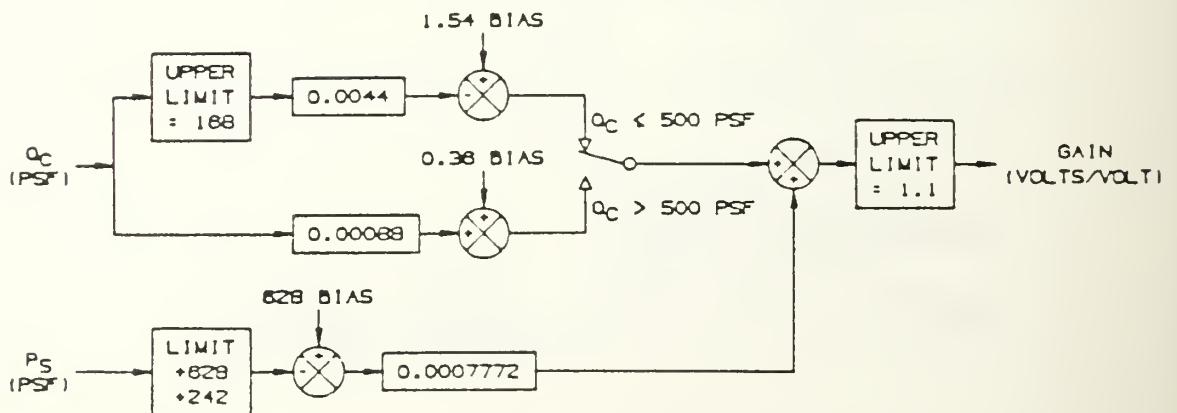
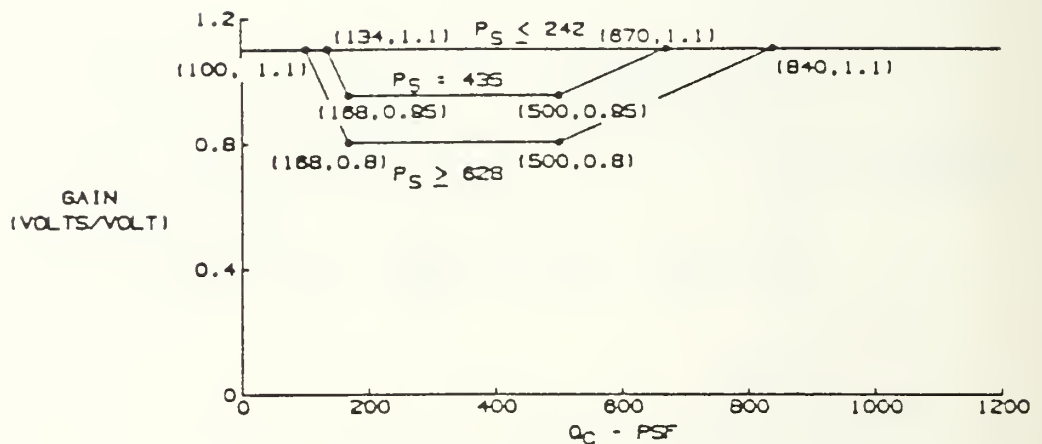


FUNCTION 101

DIFFERENTIAL STABILIZER LOAD ALLEVIATION SCHEDULE
AUTO FLAP UP (R1, PS, NZAF)

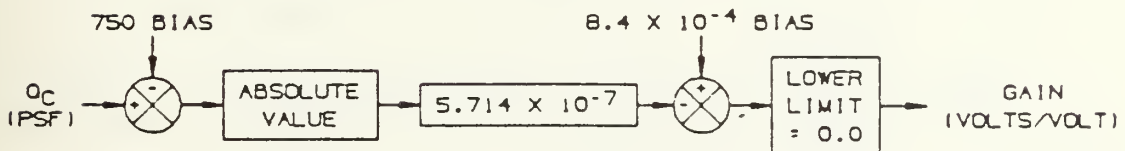
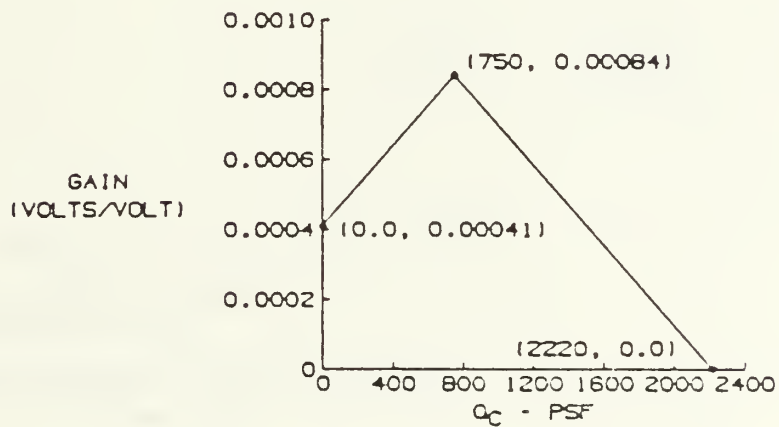


FUNCTION 96 YAW RATE GAIN SCHEDULE AUTO FLAP UP (Q_C , P_S)



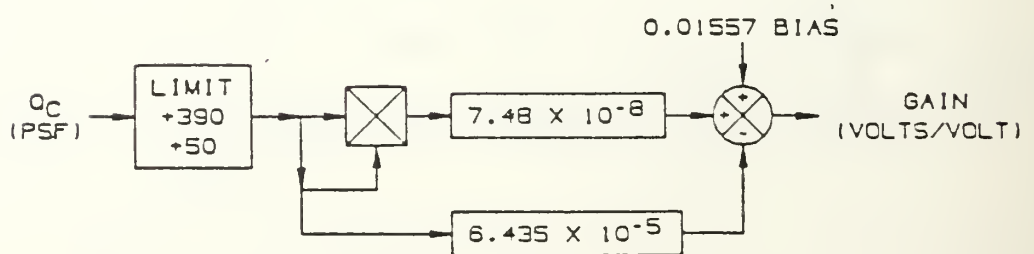
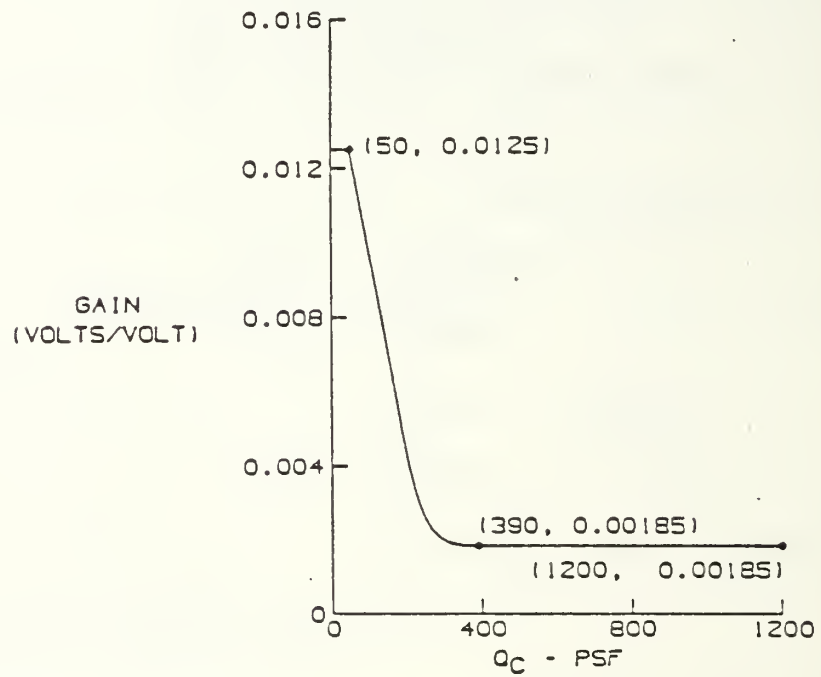
FUNCTION 107

LONGITUDINAL INERTIAL GAIN SCHEDULE
AUTO FLAP UP (Q_C)



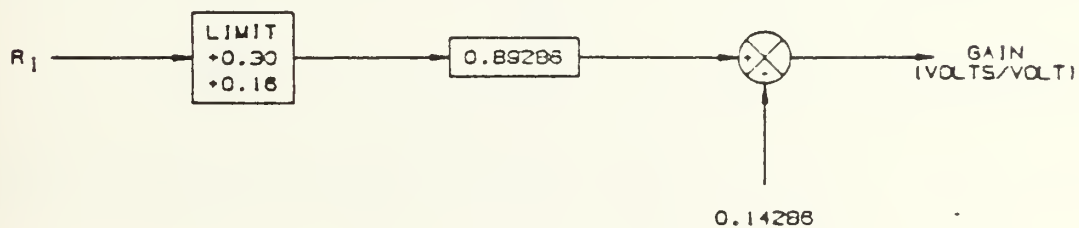
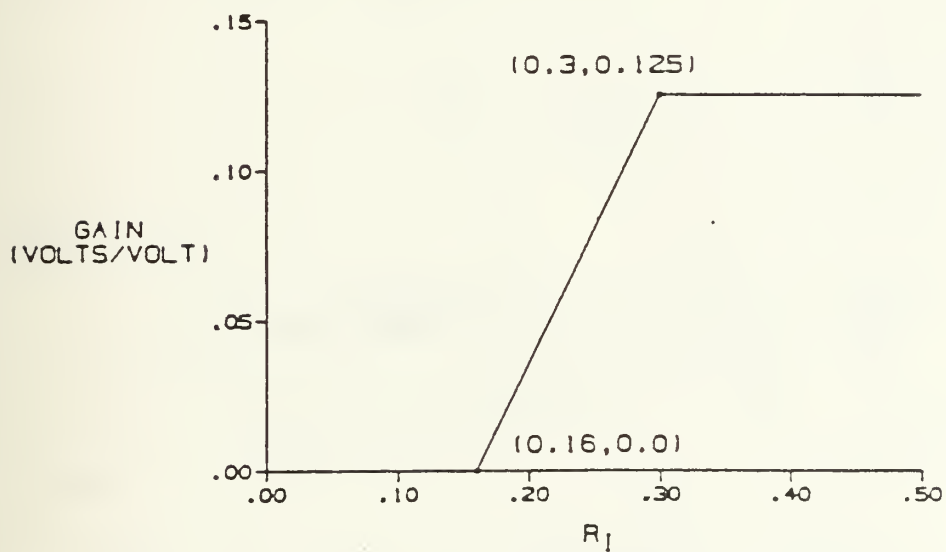
FUNCTION 108

DIRECTIONAL INERTIAL GAIN SCHEDULE AUTO FLAP UP (Q_C)



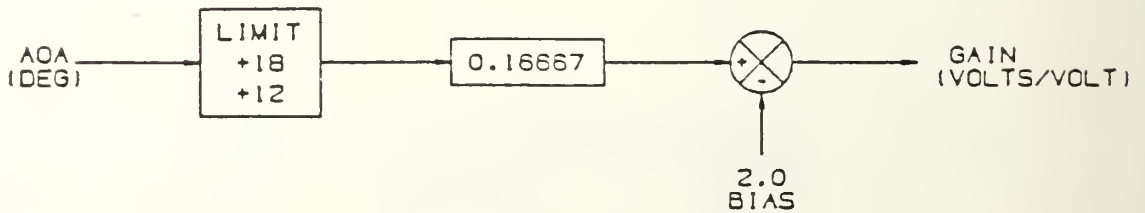
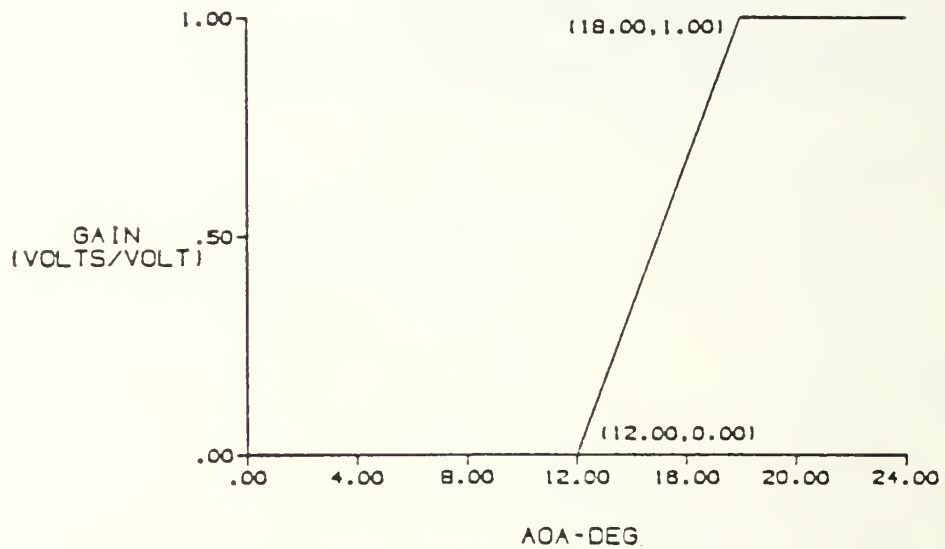
FUNCTION 114

RUDDER PEDAL COMMAND GAIN INCREMENT
AUTO FLAP UP (R_1)



FUNCTION 113

LATERAL ACCELERATION GAIN
AUTO FLAP UP (AOA)



APPENDIX B
DIGITAL FILTER MODELS

A. PITCH RATE LEAD-LAG FILTER P2

$$P2(S) = \frac{.015(1+F22)S + 1}{.015S + 1} \quad (B.1)$$

Using the tustin transform let

$$S = \frac{2(Z-1)}{ts(Z+1)}$$

which gives

$$P2(Z) = \frac{\begin{array}{c} (P2N1) \qquad \qquad \qquad (P2N2) \\ \frac{2(.015)(1+F22) + ts}{2(.015) + ts} Z + \left[\frac{ts - 2(.015)(1+F22)}{2(.015) + ts} \right] \end{array}}{\begin{array}{c} \frac{2(.015) - ts}{2(.015) + ts} Z - \left[\frac{2(.015) - ts}{2(.015) + ts} \right] \end{array}} \quad (B.2)$$

(P2D)

B. NORMAL ACCELERATION LAG FILTER P5

$$P5(S) = \frac{1}{.04S + 1} \quad (B.3)$$

Using the Tustin transform:

$$\begin{array}{c}
 \text{(P5N1)} \qquad \text{(P5N2)} \\
 \begin{array}{c}
 \frac{ts}{.08 + ts} Z + \frac{ts}{.08 + ts} \\
 \hline
 \frac{Z - \left[\frac{.08 - ts}{.08 + ts} \right]}{\text{(P5D)}}
 \end{array}
 \end{array}
 \quad \text{(B.4)}$$

C. INTEGRATOR P9

$$P9(S) = \frac{1}{S} \quad \text{(P.5)}$$

Reference 3 approximated this filter using the backward difference method. Let

$$S = \frac{Z-1}{tsZ}$$

which gives

$$\begin{array}{c}
 \text{(P9N1)} \quad \text{(P9N2)} \\
 \frac{tsZ + 0.0}{Z - 1} \\
 \hline
 \text{(P9D)}
 \end{array}
 \quad \text{(B.6)}$$

D. LEADING EDGE AOA LAG FILTER P11

$$P11(S) = \frac{1}{0.39S + 1} \quad (B.8)$$

Using the Tustin transform:

$$P11(Z) = \frac{\begin{array}{c} (P11N1) \qquad (P11N2) \\ \frac{ts}{.39(2) + ts} Z + \frac{ts}{.39(2) + ts} \end{array}}{\begin{array}{c} Z - \frac{.39(2) - ts}{.39(2) + ts} \end{array}} \quad (B.9)$$

(P11D)

E. TRAILING EDGE FLAP AOA LAG FILTER P12

$$P12(S) = \frac{1}{0.79S + 1} \quad (R.10)$$

Using the tustin transform:

$$P12(Z) = \frac{\begin{array}{c} (P12N1) \qquad (P12N2) \\ \frac{ts}{.79(2) + ts} Z + \frac{ts}{.79(2) + ts} \end{array}}{\begin{array}{c} Z - \frac{.70(2) - ts}{.79(2) + ts} \end{array}} \quad (B.11)$$

(P12N3)

F. YAW RATE CANCELLER Y3

$$Y3(S) = \frac{S}{S + 1} \quad (B.12)$$

Using the Tustin transform:

$$Y3(Z) = \frac{\begin{array}{c} (Y3N1) \qquad (Y3N2) \\ \begin{array}{c} 2 \\ \hline 2 + ts \end{array} Z + \begin{array}{c} -2 \\ \hline 2 + ts \end{array} \end{array}}{\begin{array}{c} Z - \begin{array}{c} 2 - ts \\ \hline 2 + ts \end{array} \end{array}} \quad (B.13)$$

(Y3D)

G. RSRI LEAD LAG FILTER Y5

$$Y5(S) = \frac{.75S + 1}{.5S + 1} \quad (B.14)$$

Using the Tustin transform:

$$Y5(Z) = \frac{\begin{array}{c} (Y5N1) \qquad (Y5N2) \\ \begin{array}{c} 2(.75) + ts \\ \hline 2(.5) + ts \end{array} Z + \begin{array}{c} ts - 2(.75) \\ \hline 2(.5) + ts \end{array} \end{array}}{\begin{array}{c} Z - \begin{array}{c} 2(.5) - ts \\ \hline 2(.5) + ts \end{array} \end{array}} \quad (B.15)$$

(Y5N3)

APPENDIX C

SIGNAL PATH TRANSFER FUNCTIONS AND STATE SPACE MODELS

A. PITCH RATE TO COLLECTIVE STABILATOR PATH $H_1(Z)$

From Fig. 3.1 the forward path transfer function is

$$H_1(Z) = [P_9 \cdot P_2 \cdot F_{68} \cdot F_{32a} \cdot F_{12} + P_2 \cdot ((F_{68} \cdot F_{32a}) + F_{40})] \quad (C.1)$$

Let:

$$A = F_{68} \cdot F_{32a} \cdot F_{12}$$

$$B = (F_{68} \cdot F_{32a}) + F_{40}$$

Rewriting Eq. C.1 using the filter Z-transform expressions for P_9 and P_2 gives

$$H_1(Z) = \frac{A \cdot (P_{9N1} \cdot Z + P_{9N2}) \cdot (P_{2N1} \cdot Z + P_{2N2})}{(Z - P_{9D}) \cdot (Z - P_{2D})} + \frac{B \cdot (P_{2N1} \cdot Z + P_{2N2})}{Z - P_{2D}} \quad (C.2)$$

Expanding Eq. C.2

$$H_1(Z) = \{ [A \cdot P_{9N1} \cdot P_{2N1} + B \cdot P_{2N1}] Z^2 + [A \cdot (P_{9N1} \cdot P_{2N2} + P_{9N2} \cdot P_{2N1}) + B \cdot (P_{2N2} - P_{2N1} \cdot P_{9D})] Z + [A \cdot P_{9N2} \cdot P_{2N2} - B \cdot P_{2N2} \cdot P_{9D}] \} / (Z - P_{9D}) \cdot (Z - P_{2D}) \quad (C.3)$$

Equation C.3 can be expressed in terms of the following partial fraction expansion:

$$H1(Z) = \frac{b0*Z^2 + b1*Z + b2}{(Z-P9D)*(Z-P2D)} = qst3 + \frac{qst1}{(Z-P9D)} + \frac{qst2}{(Z-P2D)} \quad (C.4)$$

Where:

$$qst3 = b0$$

$$qst1 = (b0*P9D^2 + b1*(P9D) + b2) / (P9D-P2D)$$

$$qst2 = (b0*P2D^2 + b1*(P2D) + b2) / (P2D-P9D)$$

Equation C.4 can now be put in the following state variable form:

$$\begin{bmatrix} x1(k+1) \\ x2(k+1) \end{bmatrix} = \begin{bmatrix} P9D & 0 \\ 0 & P2D \end{bmatrix} \begin{bmatrix} x1(k) \\ x2(k) \end{bmatrix} + \begin{bmatrix} 1 \\ 1 \end{bmatrix} q(k) \quad (C.5)$$

$$estx1(k) = \begin{bmatrix} qst1 & qst2 \end{bmatrix} \begin{bmatrix} x1(k) \\ x2(k) \end{bmatrix} + qst3 q(k) \quad (C.6)$$

The system of nomenclature used for the coefficients in the output equation (Eq. C.6) is described in Sec. III.A.

In the remainder of the appendix only the first and last steps of the state variable development will be given for each transfer function. The equations for each of the coefficients are given in the simulation program listing.

B. NORMAL ACCELERATION TO COLLECTIVE STABILATOR PATH H2(Z)

$$H2(Z) = [F12 * F32a * 3.5 * P9 * P2 + 3.5 * F32a * P5] \quad (C.7)$$

$$\begin{aligned} x3(k+1) &= P9D \quad 0 \quad x3(k) \quad + \quad \frac{1}{1} \quad nz(k) \\ x4(k+1) &= \quad 0 \quad P5D \quad x4(k) \quad + \quad \frac{1}{1} \quad nz(k) \end{aligned} \quad (C.8)$$

$$estx2(k) = nzst1 \quad nzst2 \quad \frac{x3(k)}{x4(k)} + nzst3 \quad q(k) \quad (C.9)$$

C. PITCH STICK TO COLLECTIVE STABILATOR PATH H3(Z)

$$H3(Z) = [7.0 * F32a * F12 * P9 + F20 * F32a] \quad (C.10)$$

Note: F20 defines the longitudinal stick gradient. The value 7.0 is a taylor series approximation about the origin of F20. (See F20 in App. A)

$$x5(k+1) = P9D \quad x5(k) \quad + \quad \frac{1}{1} \quad px(k) \quad (C.11)$$

$$estx3(k) = pxst1 \quad x5(k) \quad + \quad pxst2 \quad px(k) \quad (C.12)$$

D. ANGLE OF ATTACK TO COLLECTIVE LEADING EDGE FLAP H4(Z)

$$H4(Z) = 1.328 * P11 \quad (C.13)$$

Note: The leading edge flap schedule is defined by F27. The value used in Eq. C.13 is the l.e. flap gradient. (See F27 in App. A)

$$x6(k+1) = P11D \quad x6(k) \quad + \quad \frac{1}{1} \quad aa(k) \quad (C.14)$$

$$elex(k) = aale1 \quad x6(k) \quad + \quad aale2 \quad aa(k) \quad (C.15)$$

E. ANGLE OF ATTACK TO COLLECTIVE TRAILING EDGE FLAP H5(Z)

$$H5(Z) = 1.405 * P12 \quad (C.16)$$

Note: The trailing edge flap schedule is defined by F24. The value used in Eq. C.16 is the t.e. flap gradient. (See F24 in App. A)

$$x7(k+1) = P12D \ x7(k) + 1 \ aa(k) \quad (C.17)$$

$$etex(k) = aatel \ x7(k) + aate2 \ aa(k) \quad (C.18)$$

F. ROLL RATE TO DIFFERENTIAL STABILATOR PATH H6(Z)

$$H6(Z) = rv7 * (F4 + rk6t) \quad (C.19)$$

$$estyl(k) = rv7 * (F4 + rk6t) \ rr(k) \quad (C.20)$$

where:

$$rv7 = \text{MIN}(F6 * F35, F6 - F101)$$

$$rk6t = \text{LIMIT}(0, .12 - F4, .12 - F4) \\ \quad \quad \quad \text{LL} \quad \quad \text{UL} \quad \quad \text{X}$$

G. LATERAL STICK TO DIFFERENTIAL STABILATOR PATH H7(Z)

$$H7(Z) = 3.22 * rv7 * F7 * (F13 + F4) \quad (C.21)$$

Note: The lateral stick gradient is defined by F1. The value 3.22 is a taylor series approximation about the origin of F1. (See F1 in App. A)

$$esty2(k) = 3.22 * rv7 * F7 * (F31 + F4) \ py(k) \quad (C.22)$$

H. RUDDER PEDAL TO DIFFERENTIAL STABILATOR PATH $H8(Z)$

$$H8(Z) = F14*1.33*rv7*F39 \quad (C.23)$$

$$esty3(k) = F14*1.33*rv7*F39 \text{ pz}(k) \quad (C.24)$$

I. ROLL RATE TO DIFFERENTIAL LEADING EDGE FLAP PATH $H9(Z)$

$$H9(Z) = F93*(F4+rk6T) \quad (C.25)$$

$$eley1(k) = F93*(F4+rk6t) \text{ rr}(k) \quad (C.26)$$

J. LATERAL STICK TO DIFFERENTIAL LEADING EDGE FLAP $H10(Z)$

$$H10(Z) = 3.22*F93*F7*(F13+F4) \quad (C.27)$$

$$eley2(k) = 3.22*F93*F7*(F31+F4) \text{ py}(k) \quad (C.28)$$

K. ROLL RATE TO DIFFERENTIAL TRAILING EDGE FLAP PATH $H11(Z)$

$$H11(Z) = F31*F34*(F4+rk6t) \quad (C.29)$$

$$etey1(k) = F31*F34*(F4+rk6t) \text{ rr}(k) \quad (C.30)$$

L. LATERAL STICK TO DIFFERENTIAL LEADING EDGE FLAP $H12(Z)$

$$H12(Z) = 3.22*F7*F31*F34*(F13+F4) \quad (C.31)$$

$$etey2(k) = 3.22*F7*F31*F34*(F13+F4) \text{ py}(k) \quad (C.32)$$

M. ROLL RATE TO AILERON PATH H13(Z)

$$H13(Z) = F35 * F36 * .5 * (F4 + rk6t) \quad (C.33)$$

$$eal(k) = F35 * F36 * .5 * (F4 + rk6t) \quad rr(k) \quad (C.34)$$

N. LATERAL STICK TO AILERON PATH H14(Z)

$$H14(Z) = 3.22 * F7 * F35 * F36 * .5 * (F13 + F4) \quad (C.35)$$

$$ea2(k) = 3.22 * F7 * F35 \quad py(k) \quad (C.36)$$

O. RUDDER PEDAL TO AILERON PATH H15(Z)

$$H15(Z) = F14 * F39 * 1.33 * F35 * F36 \quad (C.37)$$

$$ea3(k) = F14 * F39 * 1.33 * F35 * F36 \quad pz(k) \quad (C.38)$$

P. YAW RATE TO RUDDER PATH H16(Z)

$$H16(Z) = F45 * F96 * \cos(\alpha) * Y3 \quad (C.39)$$

Note: In the simulation program alpha is set to the steady state angle of attack in degrees.

$$x8(k+1) = Y3D \quad x8(k) + 1 \quad yr(k)$$

$$er1(k) = yrr1 \quad x8(k) + yrr2 \quad yr(k)$$

Q. ROLL RATE TO RUDDER PATH H17(Z)

$$H17(Z) = F45 * F96 * Y3 * \sin(\alpha)$$

$$+ F45 * F38 * Y5 * F30 * 0.76 * ((2 * rra) + (2 * rrst)) \quad (C.40)$$

Note: The second term on the r.h.s. of the equation results from the rolling surface to rudder interconnect path. The value, 0.76, represents F42, the RSRI nonlinear gradient. It is a Taylor series approximation about the origin of F42.

$$\begin{aligned} x2(k+1) &= Y3D \quad 0 \quad x2(k) &+ \quad \frac{1}{1} \quad rr(k) \\ x3(k+1) &= \quad 0 \quad Y5D \quad x3(k) \end{aligned} \quad (C.41)$$

$$er2(k) = \begin{matrix} & x2(k) \\ rrr1 & rrr2 \end{matrix} + \begin{matrix} & \\ & x3(k) \end{matrix} rrr3 \quad rr(k) \quad (C.42)$$

R. LATERAL ACCELERATION TO RUDDER PATH H18(Z)

$$H18(Z) = F45 * F90 \quad (C.43)$$

$$er3(k) = nyr \quad ny(k) \quad (C.44)$$

S. LATERAL STICK TO RUDDER PATH H19(Z)

$$H19(Z) = F45*Y5*F38*F30*0.76*((2*pya)+(2*pyst)) \quad (C.45)$$

$$x4(k+1) = Y5D \ x4(k) + 1 \ py(k) \quad (C.46)$$

$$er4(k) = pyr1 \ x4(k) + pyr2 \ py(k) \quad (C.47)$$

T. RUDDER PEDAL TO RUDDER PATH H20(Z)

$$H20(Z) = F45*Y5*F38*0.76*F30*((2*pza)+(2*pzst) \\ - F45*F14*(.5-(F17*F114)) \quad (C.48)$$

Note: The first term on the r.h.s. of the equation results from the rudder to rolling surface interconnect path.

$$x5(k+1) = Y5D \ x5(k) + 1 \ pz(k)$$

$$er5(k) = pzr1 \ x5(k) + pzr2 \ pz(k)$$

APPENDIX D
CONTROL LAW MATRICIES

$$\begin{bmatrix} x1(k+1) \\ x2(k+1) \\ x3(k+1) \\ x4(k+1) \\ x5(k+1) \\ x6(k+1) \\ x7(k+1) \\ x8(k+1) \\ x9(k+1) \\ x10(k+1) \\ x11(k+1) \\ x12(k+1) \end{bmatrix} = \begin{bmatrix} P9D & & & & & & & & & & & \\ & P2D & & & & & & & & & & \\ & & P9D & & & & & & & & & \\ & & & P5D & & & & & & & & \\ & & & & P9D & & & & & & & \\ & & & & & P11D & & & & & & \\ & & & & & & P12D & & & & & \\ \hline & & & & & & & Y3D & & & & \\ & & & & & & & & Y3D & & & \\ & & & & & & & & & Y5D & & \\ & & & & & & & & & & Y5D & \\ & & & & & & & & & & & Y5D \end{bmatrix} \begin{bmatrix} x1(k) \\ x2(k) \\ x3(k) \\ x4(k) \\ x5(k) \\ x6(k) \\ x7(k) \\ x8(k) \\ x9(k) \\ x10(k) \\ x11(k) \\ x12(k) \end{bmatrix}$$

$$+ \begin{bmatrix} 1 & 0 & 0 & & & \\ 1 & 0 & 0 & & & \\ 0 & 1 & 0 & & & \\ 0 & 1 & 0 & & 0 & \\ 0 & 0 & 0 & & & \\ 0 & 0 & 1 & & & \\ 0 & 0 & 1 & & & \end{bmatrix} \begin{bmatrix} q(k) \\ nz(k) \\ aa(k) \\ yr(k) \\ rr(k) \\ ny(k) \end{bmatrix} + \begin{bmatrix} 0 & & & & & \\ 0 & & & & & \\ 0 & & & & & \\ 1 & & & & & \\ 0 & & & & & \\ 0 & & & & & \\ 0 & & & & & \end{bmatrix} \begin{bmatrix} px(k) \\ py(k) \\ pz(k) \end{bmatrix} \quad (D.1)$$

$$\begin{bmatrix} \text{estx}(k) \\ \text{elex}(k) \\ \text{etex}(k) \\ \text{esty}(k) \\ \text{eley}(k) \\ \text{etey}(k) \\ \text{ea}(k) \\ \text{er}(k) \end{bmatrix} = \begin{bmatrix} \text{qst1} & \text{qst2-nzst1-nzst2} & \text{-pxst1} & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & \text{aale1} & 0 \\ 0 & 0 & 0 & 0 & \rho \\ 0 & 0 & 0 & 0 & \text{aate1} \end{bmatrix} \begin{bmatrix} \text{pxst2} \\ 0 \\ 0 \\ 0 \\ 0 \end{bmatrix} + \begin{bmatrix} 0 \\ 0 \\ 0 \\ 0 \\ 0 \end{bmatrix} \begin{bmatrix} \text{-yrr1} & \text{rrr1} & \text{rrr2} & \text{pyr1} & \text{pzr1} \end{bmatrix} \begin{bmatrix} \text{x1}(k) \\ \text{x2}(k) \\ \text{x3}(k) \\ \text{x4}(k) \\ \text{x5}(k) \\ \text{x6}(k) \\ \text{x7}(k) \\ \text{x8}(k) \\ \text{x9}(k) \\ \text{x10}(k) \\ \text{x11}(k) \\ \text{x12}(k) \end{bmatrix}$$

APPENDIX E

STABILITY AND CONTROL DERIVATIVE DEFINITIONS AND UNITS

The matrices in the small perturbation model (Eqs. 3.32 through 3.36) are defined in this appendix along with the dimensions of the stability and control derivatives. This information was obtained from the flight systems branch at the Naval Air Test Center.

FX MATRIX

	1	2	3	4
1	XU	XW	XQ-WB	-G*CTHT
2	$\frac{ZU}{1-ZWD}$	$\frac{ZW}{1-ZWD}$	$\frac{(ZQ+UB)}{1-ZWD}$	$\frac{-G*STHT}{1-ZWD}$
3	$\frac{MU+MWD*ZU}{1-ZWD}$	$\frac{MW+MWD*ZW}{1-ZWD}$	$\frac{MQ+MWD*(ZQ+UB)}{1-ZWD}$	$\frac{MWD*(-G)*STHT}{1-ZWD}$
4	0	0	1	0

GX MATRIX

	1	2	3
1	0	0	0
2	$\begin{array}{c} \text{ZDS} \\ \hline 1\text{-ZWD} \end{array}$	$\begin{array}{c} \text{ZDLF} \\ \hline 1\text{-ZWD} \end{array}$	$\begin{array}{c} \text{ZDTF} \\ \hline 1\text{-ZWD} \end{array}$
3	$\begin{array}{c} \text{MWD*ZDS} \\ \text{MDS+} \hline 1\text{-ZWD} \end{array}$	$\begin{array}{c} \text{MWD*ZDLF} \\ \text{MDLF+} \hline 1\text{-ZWD} \end{array}$	$\begin{array}{c} \text{MWD*ZDTF} \\ \text{MDTF+} \hline 1\text{-ZWD} \end{array}$
4	0	0	0

HX MATRIX

	1	2	3
1	0	0	1
2	$\begin{array}{c} \text{ZU} \\ \hline 1\text{-ZWD} \end{array}$	$\begin{array}{c} \text{ZW} \\ \hline 1\text{-ZWD} \end{array}$	$\begin{array}{c} \text{ZO} \\ \hline 1\text{-ZWD} \end{array}$
3	0	$\begin{array}{c} 1 \\ \hline \text{UB} \end{array}$	0

DX MATRIX

	1	2	3
1	0	0	0
2	$\frac{ZDS}{1-ZWD}$	$\frac{ZDLF}{1-ZWD}$	$\frac{ZDTF}{1-ZWD}$
3	0	0	0

FYZ MATRIX

	1	2	3	4
1	$\frac{YV}{1-YVD}$	$\frac{YR-UB}{1-YVD}$	$\frac{YP+WB}{1-YVD}$	$\frac{G*CTHT}{1-YVD}$
2	$NV+\frac{NVD*YV}{1-YVD}$	$NR+\frac{NVD*(YR-UB)}{1-YVD}$	$NP+\frac{NVD*(YP+WB)}{1-YVD}$	$\frac{NVD*G*CTHT}{1-YVD}$
3	$LV+\frac{LVD*YV}{1-YVD}$	$LR+\frac{LVD*(YR-UB)}{1-YVD}$	$LP+\frac{LVD*(YP+WB)}{1-YVD}$	$\frac{LVD*G*CTHT}{1-YVD}$
4	0	$\frac{STHT}{CTHT}$	1	0

GYZ MATRIX

1	2	3	4	5
YDHT ----- 1-YVD	YDLF ----- 1-YVD	YDTF ----- 1-YVD	YDA ----- 1-YVD	YDR ----- 1-YVD
NVD*YDHT NDHT+----- 1-YVD	NVD*YDLF NDLF+----- 1-YVD	NVD*YDTF NDTF+----- 1-YVD	NVD*YDA NDA+----- 1-YVD	NVD*YDR NDR+----- 1-YVD
LVD*YDHT LDHT+----- 1-YVD	LVD*YDLF LDLF+----- 1-YVD	LVD*YDTF LDTF+----- 1-YVD	LVD*YDA LDA+----- 1-YVD	LVD*YDR LDR+----- 1-YVD
0	0	0	0	0

HYZ MATRIX

	1	2	3	4
1	0	1	0	0
2	0	0	1	0
3	YV ----- 1-YVD	YR ----- 1-YVD	YP ----- 1-YVD	0

DYZ MATRIX

	1	2	3	4	5
1	0	0	0	0	0
2	0	0	0	0	0
3	YDHT ----- 1-YVD	YDLF ----- 1-YVD	YDTF ----- 1-YVD	YDA ----- 1-YVD	YDR ----- 1-YVD

The following abbreviations were used in the above matrices:

UB = BODY AXIS LONGTUDINAL WIND

WB = BODY AXIS VERTICAL WIND

CTHT = COS(THETA)

STHT = SIN(THETA)

DEFINITION OF DIMENSIONAL STABILITY DERIVATIVES

<u>NAME</u>	<u>PARTIAL DERIVATIVE OF:</u>	<u>WITH RESPECT TO:</u>	<u>UNITS</u>
XU	LONGITUDINAL FORCE	FORWARD VELOCITY	FT/SEC ²
XW	LONGITUDINAL FORCE	VERTICAL VELOCITY	FT/SEC ²
XQ	LONGITUDINAL FORCE	PITCH RATE	RAD/SEC ²
XWD	LONGITUDINAL FORCE	VERTICAL ACCELERATION	FT/SEC ²
XDSB	LONGITUDINAL FORCE	SPEED BRAKE	RAD/SEC ²
XDTH	LONGITUDINAL FORCE	THROTTLE	PCT/SEC ²
XDS	LONGITUDINAL FORCE	HORIZONTAL STABILATOR	RAD/SEC ²
XDLF	LONGITUDINAL FORCE	LEADING EDGE FLAPS	RAD/SEC ²
XDTF	LONGITUDINAL FORCE	TRAILING EDGE FLAPS	RAD/SEC ²
ZU	VERTICAL FORCE	FORWARD VELOCITY	FT/SEC ²
ZW	VERTICAL FORCE	VERTICAL VELOCITY	FT/SEC ²
ZQ	VERTICAL FORCE	PITCH RATE	RAD/SEC ²
ZWD	VERTICAL FORCE	VERTICAL ACCELERATION	FT/SEC ²
ZDSB	VERTICAL FORCE	SPEED BRAKE	RAD/SEC ²
ZDTH	VERTICAL FORCE	THROTTLE	PCT/SEC ²
ZDS	VERTICAL FORCE	HORIZONTAL STABILIZER	RAD/SEC ²
ZDLF	VERTICAL FORCE	LEADING EDGE FLAPS	RAD/SEC ²
ZDTF	VERTICAL FORCE	TRAILING EDGE FLAPS	RAD/SEC ²
MU	PITCHING MOMENT	FORWARD VELOCITY	FT/SEC ²
MW	PITCHING MOMENT	VERTICAL VELOCITY	FT/SEC ²
MQ	PITCHING MOMENT	PITCH RATE	RAD/SEC ²
MWD	PITCHING MOMENT	VERTICAL ACCELERATION	FT/SEC ²
MDSB	PITCHING MOMENT	SPEED BRAKE	RAD/SEC ²
MDTH	PITCHING MOMENT	THROTTLE	PCT/SEC ²
MDS	PITCHING MOMENT	HORIZONTAL STABILIZER	RAD/SEC ²
MDLF	PITCHING MOMENT	LEADING EDGE FLAPS	RAD/SEC ²
MDTF	PITCHING MOMENT	TRAILING EDGE FLAPS	RAD/SEC ²
YV	LATERAL FORCE	LATERAL VELOCITY	FT/SEC ²
YVD	LATERAL FORCE	LATERAL ACCELERATION	FT/SEC ²
YR	LATERAL FORCE	YAW RATE	RAD/SEC ²
YP	LATERAL FORCE	ROLL RATE	RAD/SEC ²
YDA	LATERAL FORCE	AILERON	RAD/SEC ²
YDR	LATERAL FORCE	RUDDER	RAD/SEC ²
YDLF	LATERAL FORCE	DIFFERENTIAL LE FLAPS	RAD/SEC ²
YDHT	LATERAL FORCE	DIFFERENTIAL HORIZ STABS	RAD/SEC ²
YDTF	LATERAL FORCE	DIFFERENTIAL TE FLAPS	RAD/SEC ²
LV	ROLLING MOMENT	LATERAL VELOCITY	FT/SEC ²
LVD	ROLLING MOMENT	LATERAL ACCELERATION	FT/SEC ²
LR	ROLLING MOMENT	YAW RATE	RAD/SEC ²
LP	ROLLING MOMENT	ROLL RATE	RAD/SEC ²
LDA	ROLLING MOMENT	AILERON	RAD/SEC ²
LDR	ROLLING MOMENT	RUDDER	RAD/SEC ²
LDLF	ROLLING MOMENT	DIFFERENTIAL LE FLAPS	RAD/SEC ²
LDHT	ROLLING MOMENT	DIFFERENTIAL HORIZ STABS	RAD/SEC ²
LDTF	ROLLING MOMENT	DIFFERENTIAL TE FLAPS	RAD/SEC ²

DEFINITION OF DIMENSIONAL STABILITY DERIVATIVES

(Continued)

<u>NAME</u>	<u>PARTIAL DERIVATIVE OF:</u>	<u>WITH RESPECT TO:</u>	<u>UNITS</u>
NV	YAWING MOMENT	LATERAL VELOCITY	FT/SEC ²
NVD	YAWING MOMENT	LATERAL ACCELERATION	FT/SEC ²
NR	YAWING MOMENT	YAW RATE	RAD/SEC ²
NP	YAWING MOMENT	ROLL RATE	RAD/SEC ²
NDA	YAWING MOMENT	AILERON	RAD/SEC ²
NDR	YAWING MOMENT	RUDDER	RAD/SEC ²
NOLF	YAWING MOMENT	DIFFERENTIAL LE FLAPS	RAD/SEC ²
NDHT	YAWING MOMENT	DIFFERENTIAL HORIZ STABS	RAD/SEC ²
NDTF	YAWING MOMENT	DIFFERENTIAL TE FLAPS	RAD/SEC ²

APPENDIX F ACTUATOR TRANSFER FUNCTIONS

A. STABILATOR

$$\frac{Dst(S)}{Est(S)} = \frac{\frac{S^2}{82.9} + \frac{2(0.068)}{82.9}S + 1.0}{\left[\frac{S^2}{36.4} + \frac{2(0.41)}{36.4}S + 1 \right] \left[\frac{S^2}{105.3} + \frac{2(0.59)}{105.3}S + 1 \right]}$$

The procedures outlined in Ref. 8 were used to put the transfer functions in state variable form.

- 1) Arrange the transfer function as

$$\frac{b_2 S^2 + b_3 S + b_4}{S^4 + a_1 S^3 + a_2 S^2 + a_3 S + a_4}$$

$$\begin{aligned} b_2 &= 2.1377E+03 & a_2 &= 1.6122E+04 \\ b_3 &= 2.4101E+04 & a_3 &= 4.9559E+05 \\ b_4 &= 1.4691E+07 & a_4 &= 1.4691E+07 \\ a_1 &= 1.5410E+02 \end{aligned}$$

- 2) Express the transfer function as a differential equation

$$\begin{aligned} \ddot{\ddot{Dst}}(t) + a_1 \ddot{\dot{Dst}}(t) + a_2 \ddot{Dst}(t) + a_3 \dot{Dst}(t) + a_4 Dst(t) \\ = b_2 \ddot{\ddot{Est}}(t) + b_3 \ddot{\dot{Est}}(t) + b_4 \ddot{Est}(t) \end{aligned}$$

3) Compute the state equation coefficients

$$U0 = b0 = 0$$

$$U1 = b1 - a1*U0 = 0$$

$$U2 = b2 - a1*U1 - a2*U0 = 2.1377E+03$$

$$U3 = b3 - a1*U2 - a2*U1 - a3*U0 = -3.0532E+05$$

$$U4 = b4 - a1*U3 - a2*U2 - a3*U1 - a4*U0 = 2.7277E+07$$

4) Arrange in the following state variable form

Fst					Gst		
x1		0	1	0	0	x1	U1
x2	=	0	0	1	0	x2	+ U2 Est(t)
x3		0	0	0	1	x3	U3
x4		-a4	-a3	-a2	-a1	x4	U4

Hst						
					x1	
Dst(t)	=	1	0	0	0	x2
					x3	
					x4	

Note input and output for all actuator models is in degrees. The remaining state variable models are developed as above.

B. LEADING EDGE FLAP

$$\frac{Dle(S)}{Ele(S)} = \frac{1.0}{\frac{S}{26.9} + 1.0} \left(\frac{S}{82.9} + 1.0 \right)$$

$$\begin{matrix} x1(t) \\ x2(t) \end{matrix} = \begin{matrix} x1(t) \\ x2(t) \end{matrix} \begin{matrix} Fle \\ Gte \end{matrix} + \begin{matrix} \\ Ele(t) \end{matrix}$$

$$Dle(t) = Hle \begin{matrix} x1(t) \\ x2(t) \end{matrix}$$

C. TRAILING EDGE FLAP

$$\frac{Dte(S)}{Ete(S)} = \frac{1.0}{\left(\frac{S^2}{35.0} + \frac{2(0.71)}{35.0} S + 1.0 \right)}$$

$$\begin{matrix} x1(t) \\ x2(t) \end{matrix} = \begin{matrix} x1(t) \\ x2(t) \end{matrix} \begin{matrix} Fte \\ Gte \end{matrix} + \begin{matrix} \\ Ete(t) \end{matrix}$$

$$Dte(t) = Hte \begin{matrix} x1(t) \\ x2(t) \end{matrix}$$

D. AILERON

$$\frac{Da(S)}{Ea(S)} = \frac{1.0}{\left(\frac{S^2}{75.0} + \frac{2(0.59)}{75.0} S + 1.0\right)}$$

$$\begin{aligned} x1(t) &= Fa \frac{x1(t)}{x2(t)} + Ga Ea(t) \\ x2(t) & \end{aligned}$$

$$Da(t) = Ha \begin{aligned} & \frac{x1(t)}{x2(t)} \end{aligned}$$

E. RUDDER

$$\frac{Dr(S)}{Er(S)} = \frac{1.0}{\left(\frac{S^2}{72.1} + \frac{2(0.69)}{72.1} S + 1.0\right)}$$

$$\begin{aligned} x1(t) &= Fr \frac{x1(t)}{x2(t)} + Gr Er(t) \\ x2(t) & \end{aligned}$$

$$Dr(t) = Hr \begin{aligned} & \frac{x1(t)}{x2(t)} \end{aligned}$$

The actuator state variable model matrices in Eqs. 3.43 & 3.44 are arranged as follows:

FA MATRIX

Fst								
	Fst							
		Fle				0		
			Fle			~		
				Fte				
					Fte			
		0				Fa		
		~					Fa	
								Fr
								Fr

GA MATRIX

Gst								
	Gst							
		Gle				0		
			Gle			~		
				Gte				
					Gte			
						Ga		
		0					Ga	
		~						Gr
								Gr

HA MATRIX

Hst								
	Hst							
		Hle						
			Hte			0		
				Hte		~		
					Hle			
						Hle		
		0					Ha	
		~						Ha
								Hr
								Hr

APPENDIX G

AIRCRAFT SENSOR TRANSFER FUNCTIONS

A. RATE GYRO TRANSFER FUNCTION

$$\frac{Y(S)}{E(S)} = \frac{\frac{S}{131.7} + 1.0}{\left[\frac{S}{167.8} + 1.0 \right] \left[\frac{S}{461.7} + 1.0 \right]}$$

B. ACCELEROMETER TRANSFER FUNCTION

$$\frac{Y(s)}{E(S)} = \frac{\frac{S}{235.8} + 1.0}{\left(\frac{S^2}{395.3} + \frac{2(.96)}{395.3} S + 1.0 \right)}$$

C. ANGLE OF ATTACK SENSOR TRANSFER FUNCTION

$$\frac{Y(S)}{E(S)} = \frac{1.0}{\frac{S}{14.0} + 1.0}$$

Note: Transfer functions input degrees/second (or degrees) and output degrees/second (or degrees). The state variable model for the transfer functions in Eqs. 3.46 & 3.47 are developed using the procedures outlined in appendix F.

APPENDIX H
SIMULATION PROGRAM SUBROUTINES

Subroutine: FLITel

Description: Reads in steady state flight conditions, stick and rudder commands, and control surface failure parameters.

Calling sequence: CALL FLITel(mach,alt,alpha,nz,ncont,nst,
nstp,amp,rstf,lstf)

Input arguments: None

Output arguments:

mach	Steady state mach number
alt	Steady state altitude in feet
alpha	Steady state AOA in degrees
nz	Steady state normal acceleration. Normally 1.0.
ts	Sampling time in seconds
ncont	Control number: 1=Longitudinal stick 2=Lateral stick 3=Rudder deflection
nst, nstp	Control start time, and control stop time. Nst and nstp are actually the iteration number: Start time (secs.)=nst*ts Stop time (secs.)=nstp*ts
amp	Control amplitude given as deflection in inches
rstf, lstf	Right and left stabilator failure parameters respectfully: No failure = 0 Failure = 1

Subroutine: FLITE2

Operation: Reads in basic airframe matrices from the
'F/A-18' data file.

Calling arguments: CALL FLITE2(Fx,Gx,Hx,Dx,Fyz,Gyz,Hyz,Dyz,
Nfx,Ngx,Nhx,Ndx,Nfyz,Ngzy,Nhyz,Ndyz)

Input arguments: None

Output arguments:

Fx, Gx, Hx, Dx Longitudinal state matrices

Fyz, Gyz, Hyz, Dyz Lateral-directional state matrices

Nfx,Ngx,Nhx,Ndx Two-dimensional vectors giving the
Nfyz,Ngzy,Nhyz,Ndyz number of rows and columns of the
 respective matrices. Example,
 Nfx(1) = Number rows in Fx
 Nfx(2) = Number columns in Fx

Subroutine: LONLAT

Description: Generates the LONG and LATD matrices (Eqs. 3.38 and 3.39) based on the control surface failure parameters.

Computes the unimpaired input matrix, $Gm0$, to the modified aiframe equations. The $Gm0$ matrix will be used in the reconfiguration algorithm.

```
Calling Arguments: CALL LONLAT(rstf,lstf,ifail,Gx,Gvz,LONG,
LATD,Gm0,Nlong,Nlatd,Ngm0,Nax,Nayz)
```

Input arguments:

```

rstf, lstf      Right and left stabilator failure parameters
                 respectfully.  (See subroutine FLITEL)

```

```
ifail          Failure flag:  No failure = 0
                                Failure = 1
```

Gx, Gyz Longitudinal and lateral-directional input matrices.

Ngx, Ngyz Two dimensional vectors giving the number of
rows and columns of the Gx, and, Gyz
matricies.

Output arguments:

LONG, LATD Matrices described in Section III.B. which split the control surface deflections into right and left hand sides. The LONG and LATD matrices reflect control surface failure or damage.

Gm0 The unimpaired input matrix to the modified
 airframe equations (Eq. 3.40). Gm0 is
 composed using the unimpaired LONG and LATD
 matrices. It is subsequently used in the
 reconfiguration algorithm.

Nlong, Nlatd Ngm0	Two dimensional vectors giving the number of rows and columns in the respective matrices.
----------------------	--

Subroutine: AIRDAT

Description: Computes the air data inputs to the control laws based on standard atmosphere conditions.

Calling arguments: CALL AIRDAT(mach,alt,temp,rho,psi,a,
ri)

Input arguments:

mach	Steady state mach number
alt	Steady state altitude in feet

Output arguments:

temp	Standard atmosphere temperature in degrees rankine
rho	Standard atmosphere density in lb-sec**2 / ft**4
psi	Standard atmosphere pressure in lb/ft**2
a	Sonic velocity in ft/sec
qc	Dynamic pressure in lb/ft**2
ri	Pressure ratio = qc/psi

Subroutine: MODEQ

Description: Composes the modified airframe matrices (Eqs. 3.40 and 3.41)

Calling Arguments: CALL MODEQ(Fx,Gx,Hx,Dx,Fyz,Gyz,Hyz,Dyz,
LONG,LATD,Fm,Gm,Hm,Dm,Nfx,Ngx,Nhx,Ndx,
Nfyz,Ngzy,Nhyz,Ndyz)

Input arguments:

Fx, Gx, Hx, Dx Fyz, Gyz, Hyz, Dyx	Longitudinal and lateral-directional basic airframe matrices (Eqs. 3.32 - 3.35) Read in from subroutine FLIGHT1
--------------------------------------	--

LONG, LATD	LONG and LATD matrices (Eqs. 3.38 and 3.39) Generated in subroutine LONLAT
------------	--

Nfx, Ngx, Nhx, Ndx Nfyz, Ngzy, Nhyz, Ndyz Nlong, Nlatd,	Two dimensional vectors giving the number of rows and columns in the respective matrix.
---	---

Output arguments:

Fm, Gm, Hm, Dm	Modified basic airframe matrices (Eqs. 3.40 and 3.41)
----------------	--

Nfm, Ngm, Nhm, Ndm	Row and column vectors as described as described above
--------------------	---

Subroutine: SENSOR

Description: Composes the sensor matrices (Eqs. 3.47 and 3.46)

Calling arguments: CALL SENSOR(Fs,Gs,Hs,Nfs,NGs,Nhs)

Input arguments: None

Output arguments:

Fs, Gs, Hs Sensor matrices

Nfs, NGs, Nhs Two dimensional row and column vectors

Subroutine: ACTU

Description: Composes the actuator matrices (Eqs. 3.42 and 3.43)

Calling arguments: CALL ACTU(Fa,Ga,Ha,Nfa,NGa,Nha)

Input arguments: None

Output arguments:

Fa, Ga, Ha Actuator matrices

Nfa, NGa, Nha Two dimensional Row and column vectors

Subroutine: PLANT

Description: Composes the basic airframe plus actuator matrices (Eqs. 3.44 and 3.45)

Calling arguments: CALL PLANT(Fm,Gm,Hm,Dm,Fa,Ga,Ha,Fp,Gp,Hp,
Nfm,Ngm,Nhm,Ndm,Nfa,Nga,Nha,Nfp,Ngp,Nhp)

Input arguments:

Fm, Gm, Hm, Dm	Modified basic airframe matrices (Eqs. 3.44 and 3.45) Generated in subroutine MODEQ.
----------------	--

Fa, Ga, Ha	Actuator matrices (Eqs. 3.42 and 3.43) Generated in subroutine ACTU.
------------	---

Nfm, Ngm, Nhm, Ndm Nfa, Nga, Nha	Two dimensional row and column vectors
-------------------------------------	--

Output arguments:

Fp, Gp, Hp	Airframe plus actuator matrices
------------	---------------------------------

Nfp, Ngp, Nhp	Row and column vectors
---------------	------------------------

Subroutine: LAWS

Description: Computes the function gains (App. A)

Computes the coefficients in the control law matrices

Composes the control law matrices

Calling arguments: CALL LAWS(alpha,nz,psi,qc,ri,ts,Ac,Bfc,
Bc,Cc,Dfc,Dc,Nac,Nbfc,Nbc,Ncc,Ndfc,Ndc)

Input arguments:

alpha	Steady state angle of attack in degrees
nz	Steady state normal acceleration = 1.0
psi	standard atmosphere pressure at steady state altitude in lb/ft**2
qc	dynamic pressure in lb/ft**2
ri	pressure ratio
ts	sampling time in seconds

Output arguments:

Ac, Bfc, Bc Cc, Dfc, Dc	Control law matrices (Eqs. 3.29 and 3.30)
Nac, Nbfc, Nbc Ncc, Ndfc, Ndc	Row and column vectors

Subroutine: VGAIN

Description: Computes the variable gain matrix based on control surface impairment. The subroutine is designed to use reconfiguration algorithm introduced in Ref. 1.

Calling arguments: CALL VGAIN(ifail,ifix,Gm,Gm0,GAIN,Ngm,Ngm0, Ngain)

Input arguments:

ifail	Control surface failure flag set in subroutine LONLAT; No failure = 0 Failure = 1
ifix	Fix parameter. The GAIN matrix will be computed for the impaired aircraft if ifix = 1 and ifail = 1. Ifix is read interactively by subroutine FLITE1.
Gm	Airframe control matrix. From subroutine MODEQ.
Gm0	Unimpaired airframe control matrix. Generated in subroutine LONLAT. Note if none of the control surfaces are damaged or failed, Gm=Gm0.
Ngm, Ngm0	Row and column vectors

Output Arguments:

GAIN	Variable gain matrix described in section III.A.
Ngain	Row and column vector

Subroutine: EXPINT [Ref.5]

Description: Computes both the matrix exponential

$$A_{ps} = e^{F_{ps} \cdot t_s}$$

and the integral

$$\int_0^{t_s} e^{F_{ps} \cdot s} ds$$

Reference 5 gives the method used to perform the computations.

Calling arguments: CALL EXPINT(Fps,Nfps,Aps,Naps,Dum1,
Ndum1,ts,iop,Dum2)

Input arguments:

Fps	Airframe plus actuator plus sensor transfer matrix. Generated in ARCRFT
Nfps	Two dimensional row and column vector
ts	Sampling time
iop	Print parameter: 0 = Do not print results Otherwise print Fps, Ts, e ^{Fps*ts}
Dum2	Vector of working space for computations

Output arguments:

Aps	Matrix exponential described above
Naps	Two dimensional row and column vector
Dum1	The integral of the matrix exponential. To be used in computing the discrete control matrix Bps.

$$\begin{matrix} 43 \times 10 & 43 \times 43 & 43 \times 10 \\ B_{ps} & = & Dum1 \times G_{ps} \end{matrix}$$

The following subroutines perform the matrix operations necessary to compose the A/F-18 system matrices.

Subroutine: MULT [Ref.5]

Description: Performs the matrix multiplications.

Calling arguments: CALL MULT(A,NA,B,NB,C,NC)

Input arguments:

A, B Matrices to be multiplied

Na, Nb Two dimensional vector giving the number of rows and columns in A, and B.

Output arguments:

C Product of A and B, $C = AB$

Nc Row and column vector

Subroutine ADD and SUBT are called just as MULT.

Subroutine: NULL [Ref. 5]

Description: Generates a null matrix

Calling arguments: CALL NULL(A,NA)

Input arguments:

Na Two dimensional vector giving the number of rows
 and columns of the null matrix,
 Na(1) = Number of rows
 Na(2) = Number of columns

Output arguments:

A Null matrix having dimension Na(1) x Na(2)

Subroutine: JUXTR [Ref. 5]

Description: Juxtaposes two matrices by row

Calling arguments: CALL JUXTR(A,Na,B,Nb,C,Nc)

Input arguments:

A, B The two matrices to be juxtaposed by row

Na, Nb Row and column vectors

Output arguments:

C The juxtaposition of A and B $C = \begin{matrix} A \\ --- \\ B \end{matrix}$

Nc Row and column vector

Subroutine: JUXTC [Ref.5]

Description: Juxtaposes two matrices by column

Calling arguments: CALL JUXTR(A,Na,B,Nb,C,Nc)

Input arguments:

A, B The two matrices to be juxtaposed by column

Na, Nb Row and column vectors

Output arguments:

C The juxtaposition of A and B $C = A \mid B$

Nc Row and column vector

Subroutines: ADD and MULT

The calling sequences for these subroutines are exactly as described for those matrix operations above.

Subroutine: OUTPUT

Description: Outputs a matrix with rows and columns
numbered.

Calling Arguments: CALL OUTPUT(A,Na(1),Na(2),'A ')

Input arguments:

A	Matrix to be output
Na(1), Na(2)	Number of rows and number of columns in A respectfully
'A '	Matrix name. Must be placed in quotes and occupy four spaces.

Output arguments:

The A matrix is written to the FA18 RESULTS file

APPENDIX I.

F/A-18 EXEC PROGRAM

```
&TRACE OFF
CLRSCRN
GLOBAL TXTLIB VALTLIB VFORTLIB IMSLDP  NONIMSL  CMSLIB
GLOBAL LOADLIB VFLODLIB
FILEDEF 06 TERMINAL
FILEDEF 01 DISK F/A-18 DATA A1
FILEDEF 02 DISK F/A-18 RESULTS (LRECL 132
FILEDEF 03 DISK OPTMATD DATA A1
FILEDEF 04 DISK OPTPLOT DATA A1
&TYPE LOADING FA18 SIMULATION
LOAD FA18 ORACLS1 (START
&EXIT
```

APPENDIX J

FLIGHT CONDITIONS AND STABILITY AND CONTROL DERIVATIVES

A. FLIGHT CONDITIONS

MACH = 0.6	ALT = 10000.0	VTRUE = 646.42
ALPHA = 2.6184	THRUST = 3531.5	GAMA = 0.0
PCTHLC = 20.496	PCTHRC = 20.496	XIXX = 21227.0
DLHTD = 0.68914	DRHDT = 0.68914	XIXZ = -1827.0
DLAD = 0.0	DRAD = 0.0	
DLEFL = 3.0968	DLEFR = 3.0968	
DTEFL = 3.2647	DTEFR = 3.2647	
DRUDL = 0.0	DRUDR = 0.0	
FLARUD = 0.0	DELSB = 0.0	
CG = 0.2206	WAIT = 32550	
XIYY = 0.1220E+06	XIZZ = 0.13958E+06	

B. LONGITUDINAL DERIVATIVES

XU = -0.13257E-01	ZU = -0.73337E-01	MU = -0.12988E-04
XW = 0.71265E-01	ZW = -1.1526	MW = -0.11331E-01
XQ = 0.32650	ZQ = -5.6525	MQ = -0.59346
XWD = 0.39729E-03	ZWD = -0.6917	MWD = -0.34049E-03
XDSB = 0.0	ZDSB = 0.0	MDSB = 0.0
XDTH = 0.14257	ZDTH = 0.0	MDTH = 0.0
XDS = -0.43034E-03	ZDS = -0.19801E-01	MDS = -0.24151E-02
XDLF = -0.412942E-03	ZDLF = 0.64114E-02	MDLF = -0.5230E-03
XDTF = 0.17674E-03	ZDTF = -0.45250E-01	MDTF = 0.32773E-01

C. LATERAL-DIRECTIONAL DERIVATIVES

YV = -0.2437	LV = -0.29125E-01	NV = 0.69481E-02
YVD = 0.0	LVD = 0.0	NVD = 0.0
YR = 0.77567	LR = 0.70076	NR = -0.21705
YP = 0.67478E-02	LP = -3.1241	NP = -0.15254E-01
YDA = 0.86683E-03	LDA = -0.43808E-02	NDA = 0.77305E-04
YDR = 0.52918E-02	LDR = 0.72058E-03	NDR = -0.46503E-03
YDLF = 0.0	LDLF = 0.0	NDLF = 0.0
YDHT = -0.21027E-02	LDHT = 0.39478E-02	NDHT = 0.57361E-04
YDTF = 0.0	LDTF = 0.24948	NDTF = -0.32655E-02

FLIGHT CONDITION PARAMETERS

<u>VARIABLE</u>	<u>DEFINITION</u>	<u>UNITS</u>
XMACH	MACH NUMBER	ND
ALT	ALTITUDE, MSL	FT
VTRUE	TRUE AIRSPEED	FT/SEC
ALFA	ANGLE OF ATTACK	DEG
THRUST	TOTAL ENGINE THRUST	LB
GAMA	FLIGHT PATH ANGLE	RAD
PCTHLC	LEFT THROTTLE POSITION COMMAND (100% = MAX AB)	PERCENT
PCTHRC	RIGHT THROTTLE POSITION COMMAND (100% = MAX AB)	PERCENT
DLHTD	LEFT HORIZONTAL STAB. DEFLECTION (+ TE DOWN)	DEG
DRHTD	RIGHT HORIZONTAL STAB. DEFLECTION (+ TE DOWN)	DEG
DLAD	LEFT AILERON DEFLECTION (+ TE DOWN)	DEG
DRAD	RIGHT AILERON DEFLECTION (+ TE DOWN)	DEG
DLEFL	LEFT LEADING EDGE FLAP DEFL (+ LE DOWN)	DEG
DLEFR	RIGHT LEADING EDGE FLAP DEFL. (+ LE DOWN)	DEG
DTEFL	LEFT TRAILING EDGE FLAP DEFL. (+ TE DOWN)	DEG
DTEFR	RIGHT TRAILING EDGE FLAP DEFL (+ TE DOWN)	DEG
DRUDL	LEFT RUDDER DEFLECTION (+ TE LEFT)	DEG
DRUDR	RIGHT RUDDER DEFLECTION (+ TE LEFT)	DEG
FLARUD	FLARED RUDDER (PA/TO ONLY)	DEG
DELSB	SPEEDBRAKE DEFLECTION	DEG
CG	LONG. CENTER OF GRAVITY LOCATION IN PCT MAC	PERCENT
WAIT	AIRCRAFT WEIGHT	LB
XIXX	MOMENT OF INERTIA ABOUT X-BODY AXIS	SLUG-FT ²
XIYY	MOMENT OF INERTIA ABOUT Y-BODY AXIS	SLUG-FT ²
XIZZ	MOMENT OF INERTIA ABOUT Z-BODY AXIS	SLUG-FT ²
XIXZ	XZ PLANE PRODUCT OF INERTIA	SLUG-FT ²

APPENDIX K
F/A-18 RESULTS FILE

AIRCRAFT FLIGHT CONDITIONS AND SAMPLING TIME

MACH = 0.6000E+00 ALT = 0.1000E+05 ALPHA = 0.2618E+01
NZ = 0.1000E+01 TS = 0.1250E-01

CONTROL PARAMETERS, AND FAILURE PARAMETERS

START TIME = 80 STOP TIME = 240
AMPLITUDE = 0.50E+00 CONTROL NUMBER = 1
RIGHT STAB FAILURE = 0 LEFT STAB FAILURE = 0

FX MATRIX

	1	2	3	4
1	-0.133E-01	0.713E-01	0.292E+02	-0.322E+02
2	-0.728E-01	0.114E+01	0.636E+03	-0.146E+01
3	-0.118E-04	0.109E-01	0.810E+00	0.497E-03
4	0.000E+00	0.000E+00	0.100E+01	0.000E+00

GX MATRIX

	1	2	3
1	0.000E+00	0.000E+00	0.000E+00
2	-0.197E-01	0.637E-02	-0.449E-01
3	-0.241E-02	0.525E-03	0.328E-01
4	0.000E+00	0.000E+00	0.000E+00

HX MATRIX

	1	2	3	4
1	0.000E+00	0.000E+00	0.100E+01	0.000E+00
2	-0.728E-01	0.114E+01	0.561E+01	0.000E+00
3	0.000E+00	0.155E-02	0.000E+00	0.000E+00

DX MATRIX

	1	2	3
1	0.000E+00	0.000E+00	0.000E+00
2	-0.197E-01	0.637E-02	-0.449E-01
3	0.000E+00	0.000E+00	0.000E+00

FYZ MATRIX

1	-0.244E+00	0.645E+03	0.295E+02	0.322E+02
2	0.695E-02	0.217E+00	0.153E-01	0.000E+00
3	0.291E-01	0.701E+00	0.312E+01	0.000E+00
4	0.000E+00	0.457E-01	0.100E+01	0.000E+00

GYZ MATRIX

1	-0.210E-02	0.000E+00	0.000E+00	0.867E-03	0.529E-02
2	0.574E-04	0.000E+00	0.327E-02	0.773E-04	0.465E-03
3	0.395E-02	0.000E+00	0.249E+00	0.438E-02	0.721E-03
4	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

HYZ MATRIX

1	0.000E+00	0.100E+01	0.000E+00	0.000E+00
2	0.000E+00	0.000E+00	0.100E+00	0.000E+00
3	-0.244E+00	0.776E+00	0.676E-02	0.000E+00

DYZ MATRIX

1	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	-0.210E-02	0.000E+00	0.000E+00	0.867E-03	0.529E-02

AIR DATA CALCULATIONS

T = 0.4831D+03 RHO = 0.1755D-02 PSI = 0.1455D+04
A = 0.1078D+04 QC = 0.3671D+03 RI = 0.2522D+00

GMO MATRIX

1	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	-0.983E-02	0.983E-02	0.318E-02	0.318E-02	0.225E-01	0.000E+00
3	-0.120E-02	0.120E-02	0.263E-03	0.263E-03	0.164E-01	0.000E+00
4	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
5	0.210E-02	0.210E-02	0.000E+00	0.000E+00	0.000E+00	0.867E-03
6	-0.574E-04	0.574E-04	0.000E+00	0.000E+00	0.327E-02	0.773E-04
7	-0.395E-02	0.395E-02	0.000E+00	0.000E+00	0.249E+00	0.438E-02
8	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
9	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
10	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
11	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

4	0.	900E+00	000000
5	0.	032E+00	000000
6	0.	000E+00	000000
7	0.	000E+00	000000
8	0.	000E+00	000000

[illegible]

HM	MATRIX						
	1	2	3	4	5	6	7
1	0-000E+00	0-000E+00	0-573E+02	0-000E+00	0-000E+00	0-000E+00	0-000E+00
-2	0-226E-02	0-355E-01	0-174E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
3	0-000E+00	0-887E-01	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
4	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-573E+02	0-000E+00
5	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-573E+01
6	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-757E-02	0-241E+01	0-210E-03

[illegible]

[illegible]

HS	MATRIX	1	2	3	4	5	6	7
1	0-100E+01	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
2	0-000E+00	0-000E+00	0-100E+01	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
3	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-100E+01	0-000E+00	0-000E+00	0-000E+00
4	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-100E+01	0-000E+00	0-000E+00
5	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
6	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
1	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
2	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
3	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
4	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
5	0-100E+01	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
6	0-000E+00	0-000E+00	0-100E+01	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00

GAIN	MATRIX
1	0- ¹ 00E+01 0- ² 00E+00 0- ³ 00E+00 0- ⁴ 00E+00 0- ⁵ 00E+00 0- ⁶ 00E+00 0- ⁷ 00E+00
2	- ¹ 00E+00 ² 00E+00 ³ 00E+00 ⁴ 00E+00 ⁵ 00E+00 ⁶ 00E+00 ⁷ 00E+00
3	0- ¹ 00E+01 0- ² 00E+00 0- ³ 00E+00 0- ⁴ 00E+00 0- ⁵ 00E+00 0- ⁶ 00E+00 0- ⁷ 00E+00
4	0- ¹ 00E+01 0- ² 00E+00 0- ³ 00E+00 0- ⁴ 00E+00 0- ⁵ 00E+00 0- ⁶ 00E+00 0- ⁷ 00E+00
5	0- ¹ 00E+01 0- ² 00E+00 0- ³ 00E+00 0- ⁴ 00E+00 0- ⁵ 00E+00 0- ⁶ 00E+00 0- ⁷ 00E+00
6	0- ¹ 00E+01 0- ² 00E+00 0- ³ 00E+00 0- ⁴ 00E+00 0- ⁵ 00E+00 0- ⁶ 00E+00 0- ⁷ 00E+00
7	0- ¹ 00E+01 0- ² 00E+00 0- ³ 00E+00 0- ⁴ 00E+00 0- ⁵ 00E+00 0- ⁶ 00E+00 0- ⁷ 00E+00
8	0- ¹ 00E+01 0- ² 00E+00 0- ³ 00E+00 0- ⁴ 00E+00 0- ⁵ 00E+00 0- ⁶ 00E+00 0- ⁷ 00E+00
9	0- ¹ 00E+01 0- ² 00E+00 0- ³ 00E+00 0- ⁴ 00E+00 0- ⁵ 00E+00 0- ⁶ 00E+00 0- ⁷ 00E+00
10	0- ¹ 00E+01 0- ² 00E+00 0- ³ 00E+00 0- ⁴ 00E+00 0- ⁵ 00E+00 0- ⁶ 00E+00 0- ⁷ 00E+00

1 0.000E+00
 2 0.000E+00
 3 0.000E+00
 4 0.000E+00
 5 0.000E+00
 6 0.000E+00
 7 0.000E+00
 8 0.000E+00
 9 0.100E+01
 10 0.100E+01

FUNCTION VALUES

LONGITUDINAL FUNCTION VALUES

F012 = 0.1606D+01 F020 = 0.7000D+01 F022 = 0.0000D+00
 F024 = 0.3666D+01 F025 = 0.1700D+02 F027 = 0.3477D+01
 F028 = 0.2965D+02 F29U = 0.3401D+02 F29L = 0.0000D+00
 F32A = 0.2724D+00 F32B = 0.1174D+00 F037 = 0.1000D+01
 F040 = 0.1235D+00 F068 = 0.3362D+00

LATERAL FUNCTION VALUES

F001 = 0.3220D+01 F004 = 0.1388D-16 F006 = 0.2000D+00
 F007 = 0.1000D+02 F013 = 0.1516D+00 F031 = 0.1600D+00
 F034 = 0.1000D+01 F035 = 0.1000D+01 F036 = 0.1000D+01
 F039 = -.2220D-15 F041 = 0.1000D+01 F093 = 0.0000D+00
 F101 = 0.0000D+00

DIRECTIONAL FUNCTION VALUES

F010 = 0.8440D+00 F014 = 0.1975D+00 F017 = 0.0000D+00
 F030 = 0.6076D+00 F038 = -.8240D-01 F042 = 0.7610D+00
 F045 = 0.1000D+01 F090 = 0.1650D+02 F096 = 0.8008D+00

F112 = 0.0000D+00 F113 = 0.4000D-04 F114 = 0.8234D-01

FILTER COEFFICIENTS

F2N1 = 0.1000D+01 P2N2 = -.4118D+00 P2D = 0.4118D+00
P5N1 = 0.1351D+00 P5N2 = 0.1351D+00 P5D = 0.7297D+00
P9N1 = 0.1250D-01 P9N2 = 0.0000D+00 P9D = 0.1000D+01
P11N1 = 0.1577D-01 P11N2 = 0.1577D-01 P11D = 0.9685D+00
P12N1 = 0.7849D-02 P12N2 = 0.7849D-02 P12D = 0.9843D+00
Y3N1 = 0.9938D+00 Y3N2 = -.9938D+00 Y3D = 0.9876D+00
Y5N1 = 0.1494D+01 Y5N2 = -.1469D+01 Y5D = 0.9753D+00

CONTROL SYSTEM COEFFICIENTS

LONGITUDINAL COEFFICIENTS

QST1 = -.2574D-02 QST2 = 0.7481D-03 QST3 = 0.2144D+00
NZST1 = 0.1914D-01 NZST2 = 0.2108D+00 NZST3 = 0.1314D+00
PXST1 = 0.3828D-01 PXST2 = 0.1945D+01 AALE1 = 0.4124D-01
AALE2 = 0.2095D-01 AATE1 = 0.2188D-01 AATE2 = 0.1103D-01

LATERAL COEFFICIENTS

ERST = 0.2400D-01 PYST = 0.9764D+00 PZST = -.1166D-16
ERLE = 0.0000D+00 PYLE = 0.0000D+00 KRTE = 0.1920D-01
FYTE = 0.7811D+00 RRA = 0.6000D-01 PYA = 0.2441D+01
FZA = -.2916D-16

DIRECTIONAL COEFFICIENTS

YRR1 = 0.8564D-02 YRR2 = -.6894D+00 NYR = 0.1650D+02
 RRR1 = -.4940D-02 RRR2 = 0.7804D-04 RRR3 = 0.3881D+00
 FYR1 = 0.3175D-02 PYR2 = -.3890D+00 PZR1 = 0.0000D+00
 EZR2 = -.9875D-01

AC		MATRIX											
		1	2	3	4	5	6	7					
1	0.	100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
2	0.	000E+00	0.412E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
3	0.	000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
4	0.	000E+00	0.000E+00	0.000E+00	0.730E+00	0.000E+00	0.000E+00	0.000E+00					
5	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00					
6	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.968E+00	0.000E+00					
7	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.984E+00					
8	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
9	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
10	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
11	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
12	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
1	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
2	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
3	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
4	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
5	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
6	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
7	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
8	0.	988E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
9	0.	000E+00	0.988E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
10	0.	000E+00	0.000E+00	0.975E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00					
11	0.	000E+00	0.000E+00	0.000E+00	0.975E+00	0.000E+00	0.000E+00	0.000E+00					
12	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.975E+00	0.000E+00	0.000E+00					

BFC		MATRIX					
		1	2	3	4	5	6
1	0.	100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	0.	100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	0.	000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00
4	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
5	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
6	0.	000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

7	0.000E+00	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00
8	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00
9	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.100E+01	0.000E+00
10	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+01	0.000E+00
11	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
12	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

BC	MATRIX
1	0.000E+00
2	0.000E+00
3	0.000E+00
4	0.000E+00
5	0.100E+01
6	0.000E+00
7	0.000E+00
8	0.000E+00
9	0.000E+00
10	0.000E+00
11	0.000E+00
12	0.000E+00

CC	MATRIX
1	-0.257E-02
2	0.000E+00
3	0.000E+00
4	0.000E+00
5	0.000E+00
6	0.000E+00
7	0.000E+00
8	0.000E+00
9	0.000E+00
10	0.000E+00
11	0.000E+00
12	0.000E+00

DFC	MATRIX
1	0.214E+00
2	0.131E+00
3	0.000E+00
4	0.000E+00
5	0.000E+00
6	0.000E+00

2	0.000E+00	0.000E+00	0.000E+00	0.209E-01	0.000E+00	0.000E+00	0.000E+00
3	0.000E+00	0.000E+00	0.000E+00	0.110E-01	0.000E+00	0.000E+00	0.000E+00
4	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.240E-01	0.000E+00
5	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
6	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.192E-01	0.000E+00
7	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.600E-01	0.000E+00
8	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.689E+00	0.388E+00	0.165E+02

DC

MATRIX							
1	-0.195E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
4	0.000E+00	0.976E+00	0.000E+00	0.117E-16	0.000E+00	0.000E+00	0.000E+00
5	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
6	0.000E+00	0.000E+00	0.781E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
7	0.000E+00	0.000E+00	0.244E+01	0.292E-16	0.000E+00	0.000E+00	0.000E+00
8	0.000E+00	0.000E+00	0.389E+00	0.000E+00	0.987E-01	0.000E+00	0.000E+00

AF18

MATRIX							
1	0.100E+01	0.909E-03	0.362E+00	0.402E+00	0.000E+00	0.000E+00	0.000E+00
2	0.903E-03	0.985E+00	0.785E+01	0.179E-01	0.000E+00	0.000E+00	0.000E+00
3	0.209E-06	0.135E-03	0.989E+00	0.738E-05	0.000E+00	0.000E+00	0.000E+00
4	0.118E-08	0.848E-06	0.124E-01	0.100E+01	0.000E+00	0.000E+00	0.000E+00
5	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.997E+04	0.804E+01	0.000E+00
6	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.356E-03	0.997E+00	0.000E+00
7	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.222E-05	0.100E-01	0.171E-03
8	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.631E-03	0.962E+00
9	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
10	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
11	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
12	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
13	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
14	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
15	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
16	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
17	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
18	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
19	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
20	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
21	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
22	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
23	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
24	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
25	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

[illegible]

42	0-195E-07	0-158E-09	0-195E-07	0-158E-09	0-000E+00	0-000E+00	0-000E+00	0-000E+00
43	0-131E-04	0-994E-07	0-131E-04	0-994E-07	0-000E+00	0-000E+00	0-000E+00	0-000E+00
44	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-100E+01	0-100E+01	0-100E+01	0-000E+00
45	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-100E+01	0-100E+01	0-100E+01	0-000E+00
46	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-100E+01
47	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-100E+01
48	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
49	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
50	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
51	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
52	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
53	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
54	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
55	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
1	0-000E+00	0-336E-11	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
2	0-000E+00	0-429E-10	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
3	0-000E+00	0-357E-10	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
4	0-000E+00	0-115E-12	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
5	0-000E+00	0-000E+00	0-164E-08	0-000E+00	0-105E-08	0-105E-08	0-000E+00	0-000E+00
6	0-000E+00	0-000E+00	0-120E-09	0-000E+00	0-762E-10	0-762E-10	0-000E+00	0-000E+00
7	0-000E+00	0-000E+00	0-183E-09	0-000E+00	0-897E-09	0-897E-09	0-000E+00	0-000E+00
8	0-000E+00	0-000E+00	0-596E-12	0-000E+00	0-288E-11	0-288E-11	0-000E+00	0-000E+00
9	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-262E+00	0-262E+00	0-000E+00	0-000E+00
10	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-476E+02	0-476E+02	0-000E+00	0-000E+00
11	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-625E+04	0-625E+04	0-000E+00	0-000E+00
12	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-224E-02	0-224E-02	0-000E+00	0-000E+00
13	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-262E+00	0-262E+00	0-000E+00	0-000E+00
14	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-476E+02	0-476E+02	0-000E+00	0-000E+00
15	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-625E+04	0-625E+04	0-000E+00	0-000E+00
16	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
17	0-000E+00	0-301E-02	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
18	0-000E+00	0-237E-02	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
19	0-000E+00	0-301E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
20	0-000E+00	0-854E-03	0-000E+00	0-000E+00	0-149E-02	0-149E-02	0-000E+00	0-000E+00
21	0-000E+00	0-122E-03	0-000E+00	0-000E+00	0-212E+00	0-212E+00	0-000E+00	0-000E+00
22	0-000E+00	0-854E-03	0-000E+00	0-000E+00	0-149E-02	0-149E-02	0-000E+00	0-000E+00
23	0-000E+00	0-122E+00	0-000E+00	0-000E+00	0-212E+00	0-212E+00	0-000E+00	0-000E+00
24	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-176E-01	0-176E-01	0-000E+00	0-000E+00
25	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-176E-01	0-176E-01	0-000E+00	0-000E+00
26	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-220E+01	0-220E+01	0-000E+00	0-000E+00
27	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-102E+00	0-102E+00	0-000E+00	0-000E+00
28	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-126E+02	0-126E+02	0-000E+00	0-000E+00
29	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-102E+02	0-102E+02	0-000E+00	0-000E+00
30	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-126E+02	0-126E+02	0-000E+00	0-000E+00
31	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
32	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00
33	0-000E+00	0-154E-08	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00	0-000E+00

MCDONNELL DOUGLAS MODEL RESPONSE PLOTS

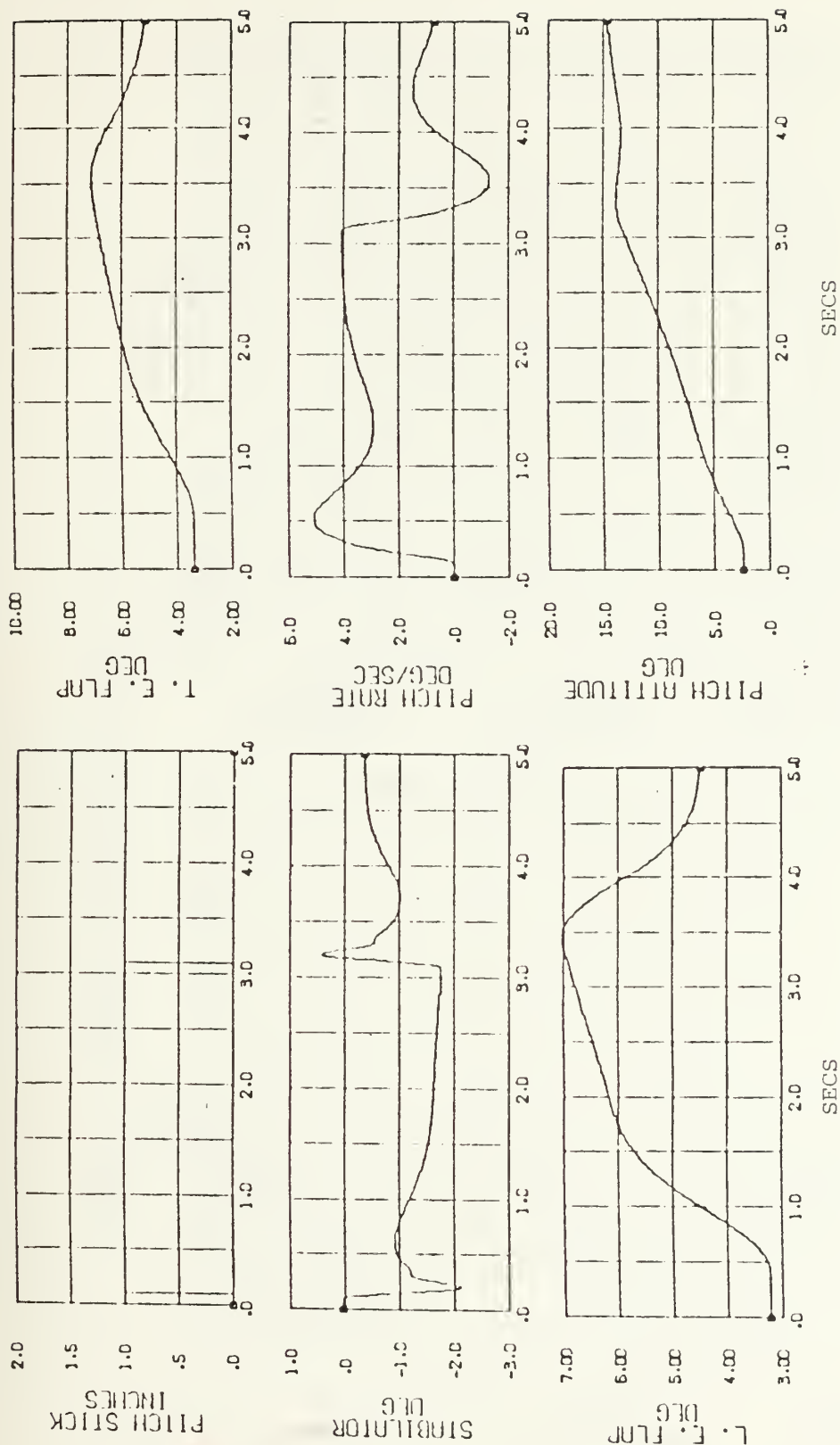


Figure L.1 Longitudinal Stick Response Mach 0.6/10,000 Feet

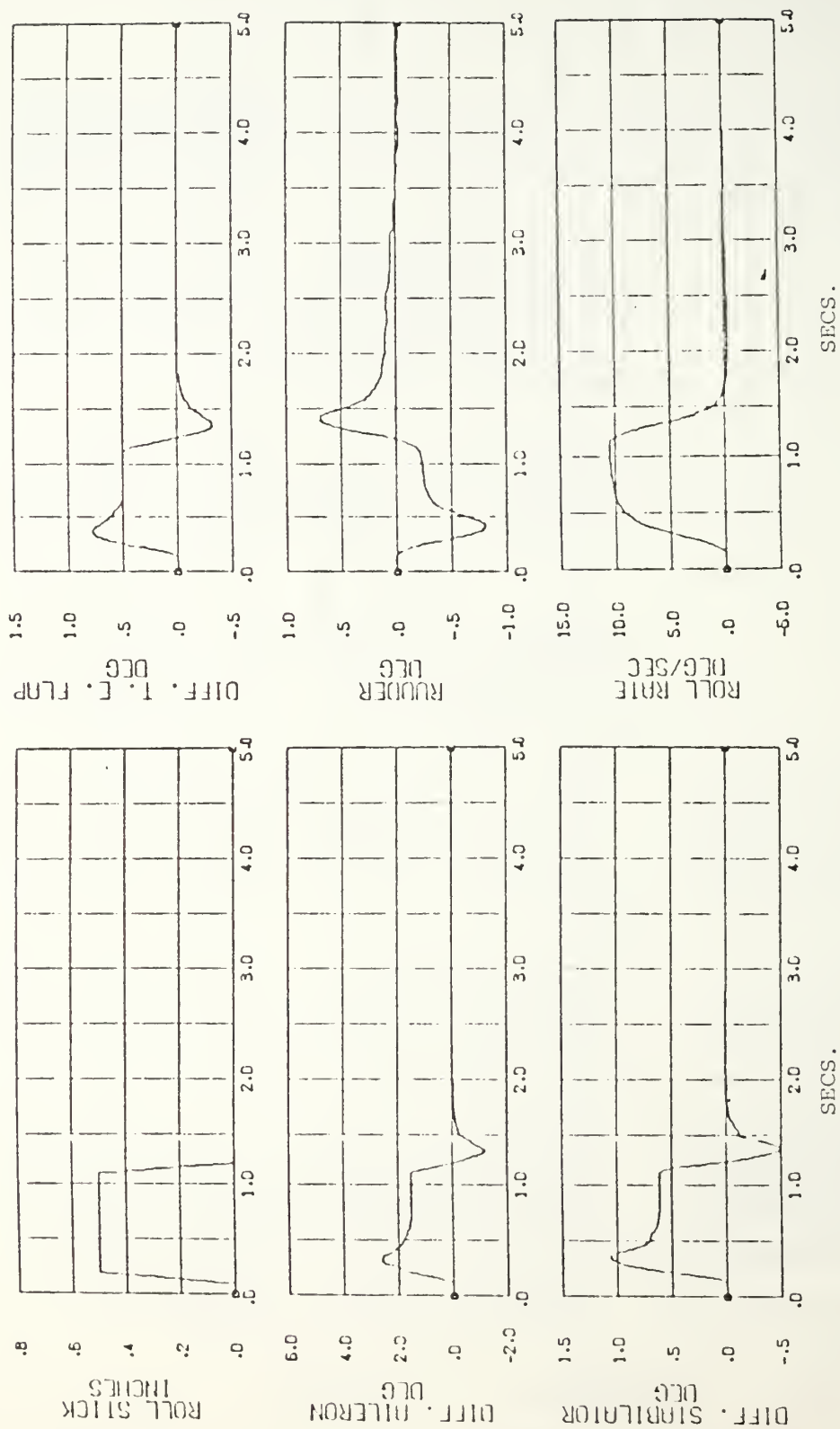


Figure L.2 Lateral Stick Response Mach 0.6/10,000 Feet

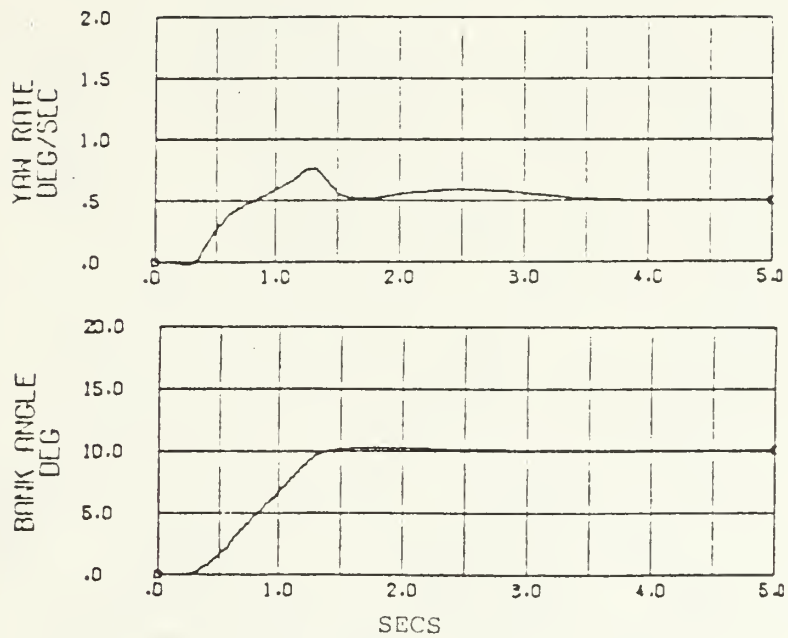


Figure L.2 Continued

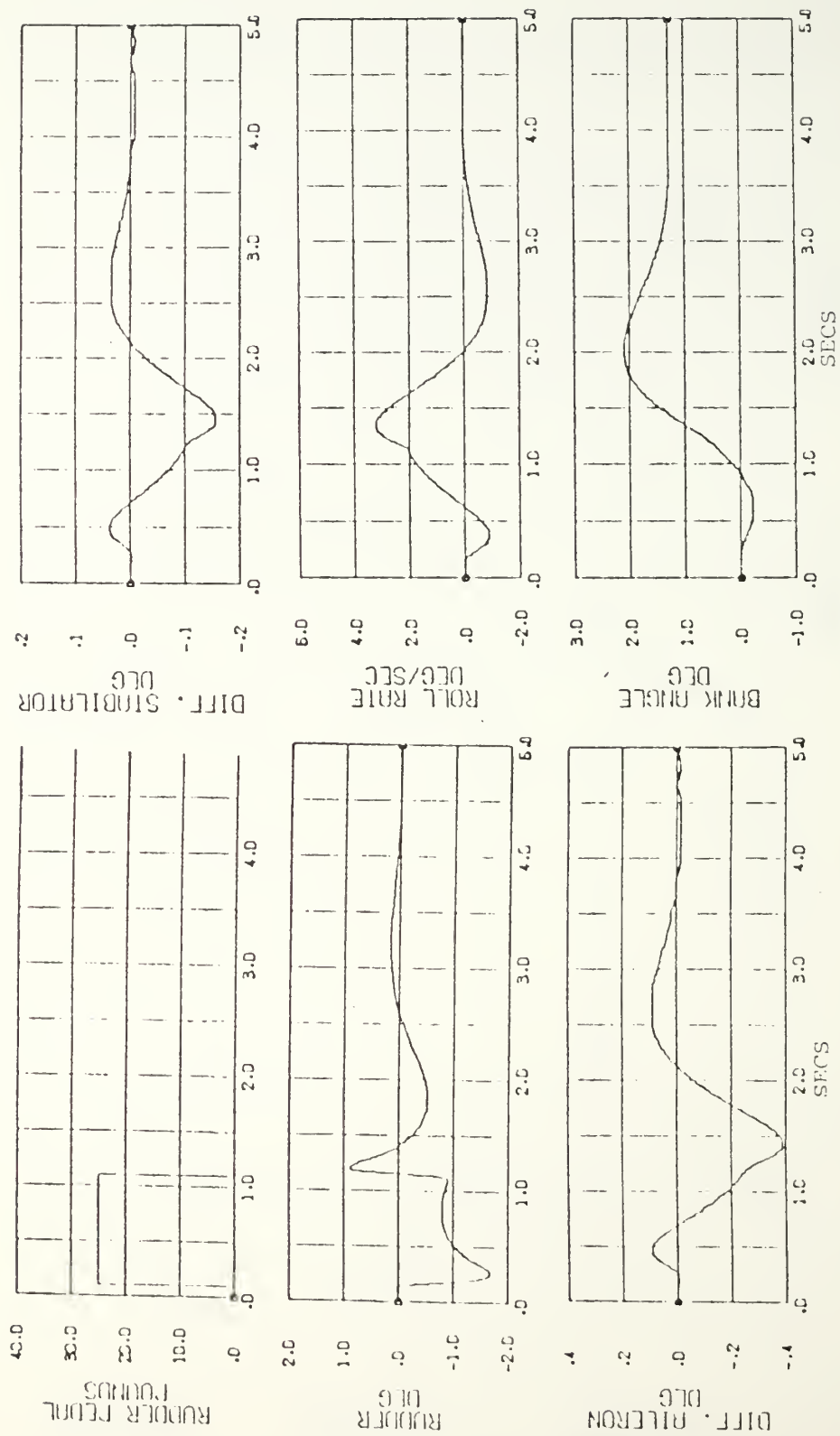


Figure L.3 Rudder Response Mach 0.6/10,000 Feet

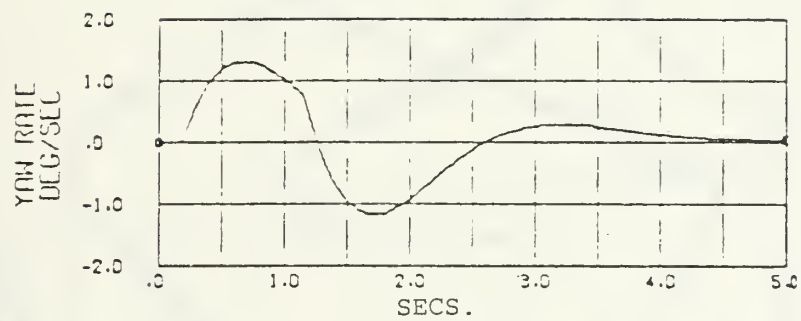


Figure L.3 Continued

APPENDIX M THESIS LEVEL RESPONSE PLOTS

F-18 RESPONSE TO 3 SEC 1 IN LONG PULSE

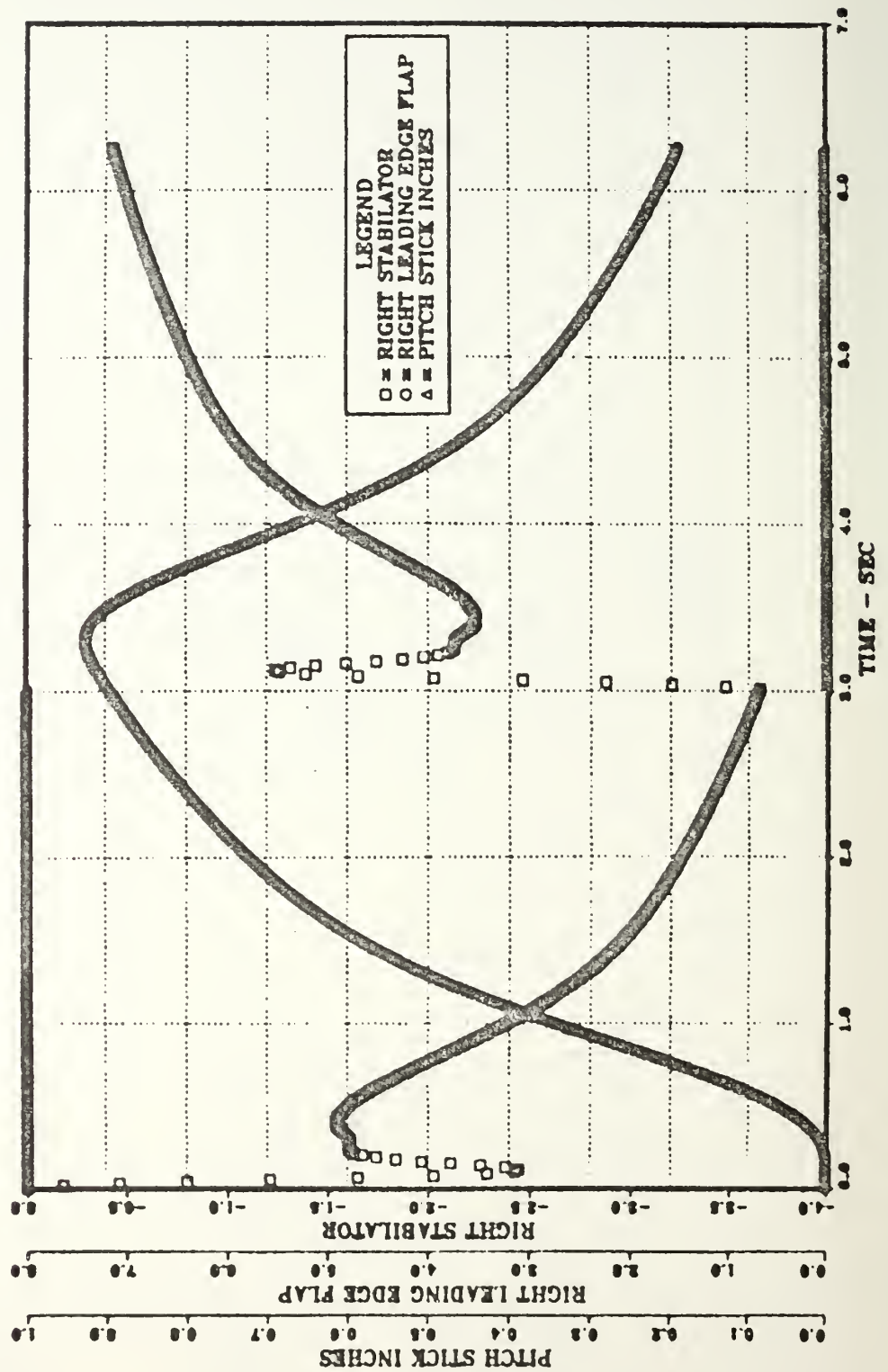


Figure M.1

F-18 RESPONSE TO 3 SEC 1 IN LONG PULSE

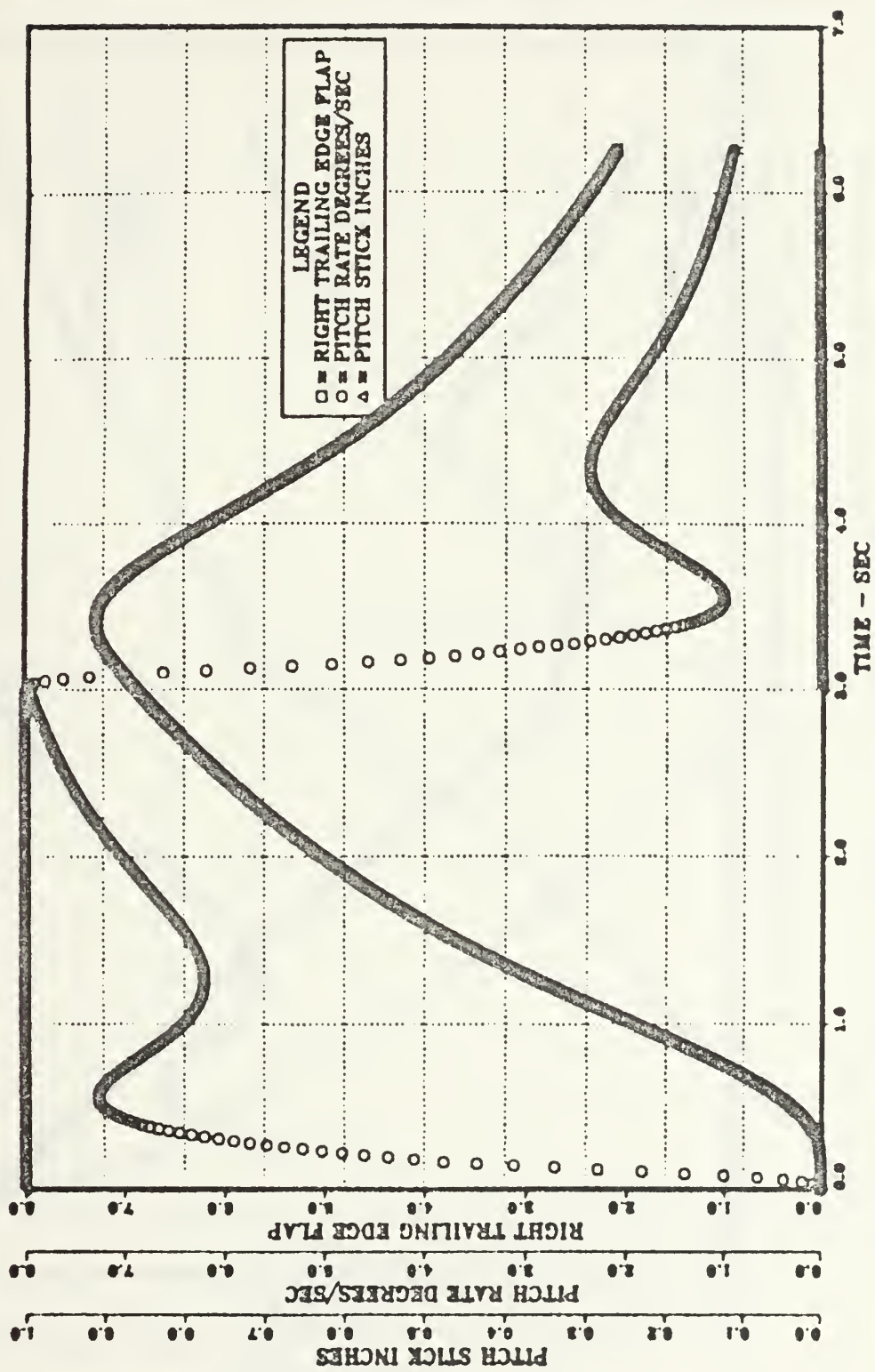


Figure M.2

F-18 RESPONSE TO 3 SEC 1 IN LONG PULSE

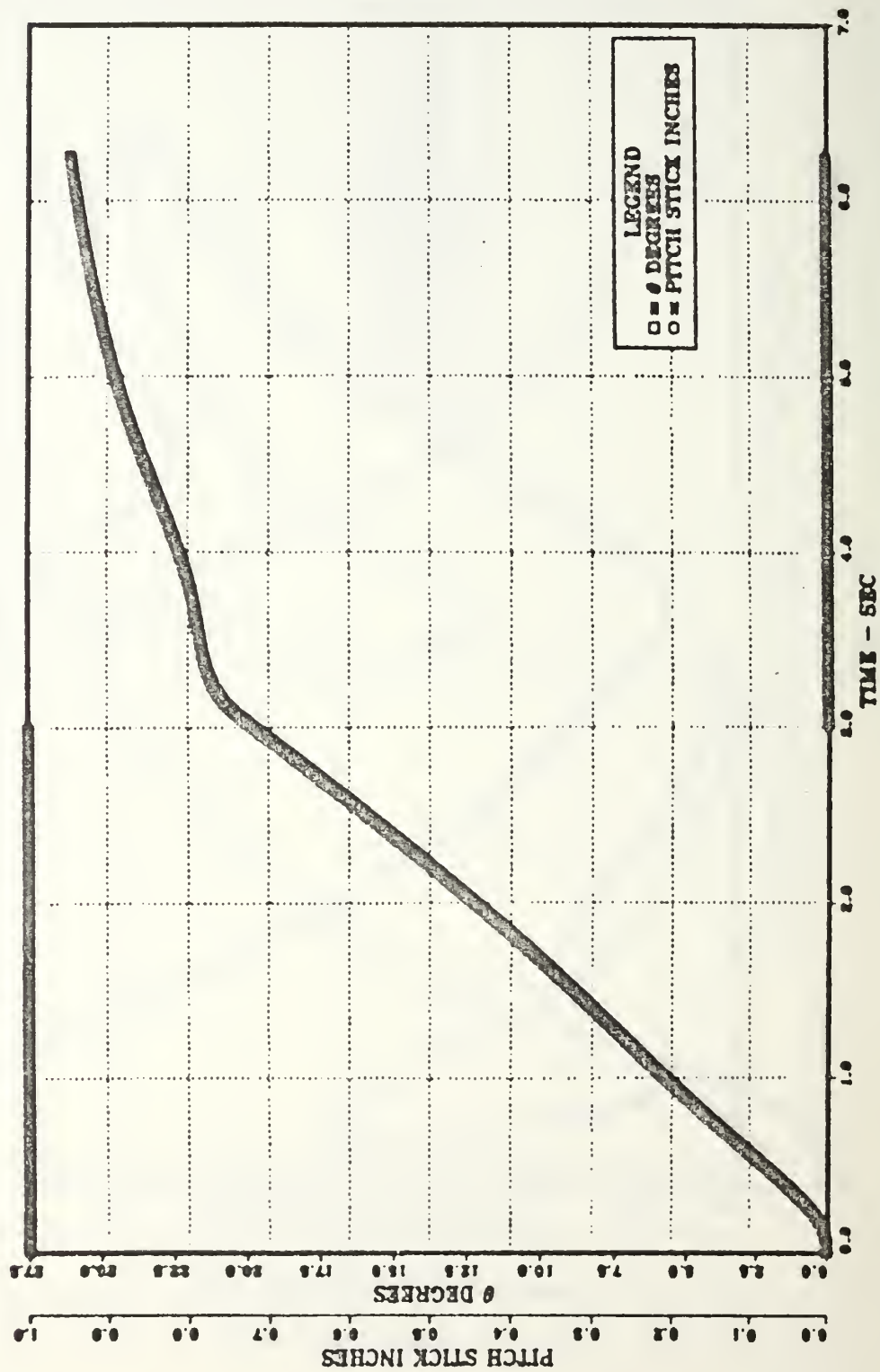


Figure M.3

F-18 RESPONSE TO 1.0 IN 3 SEC.
LONGITUDINAL PULSE WITH
RIGHT STABILATOR CENTERED AND LOCKED

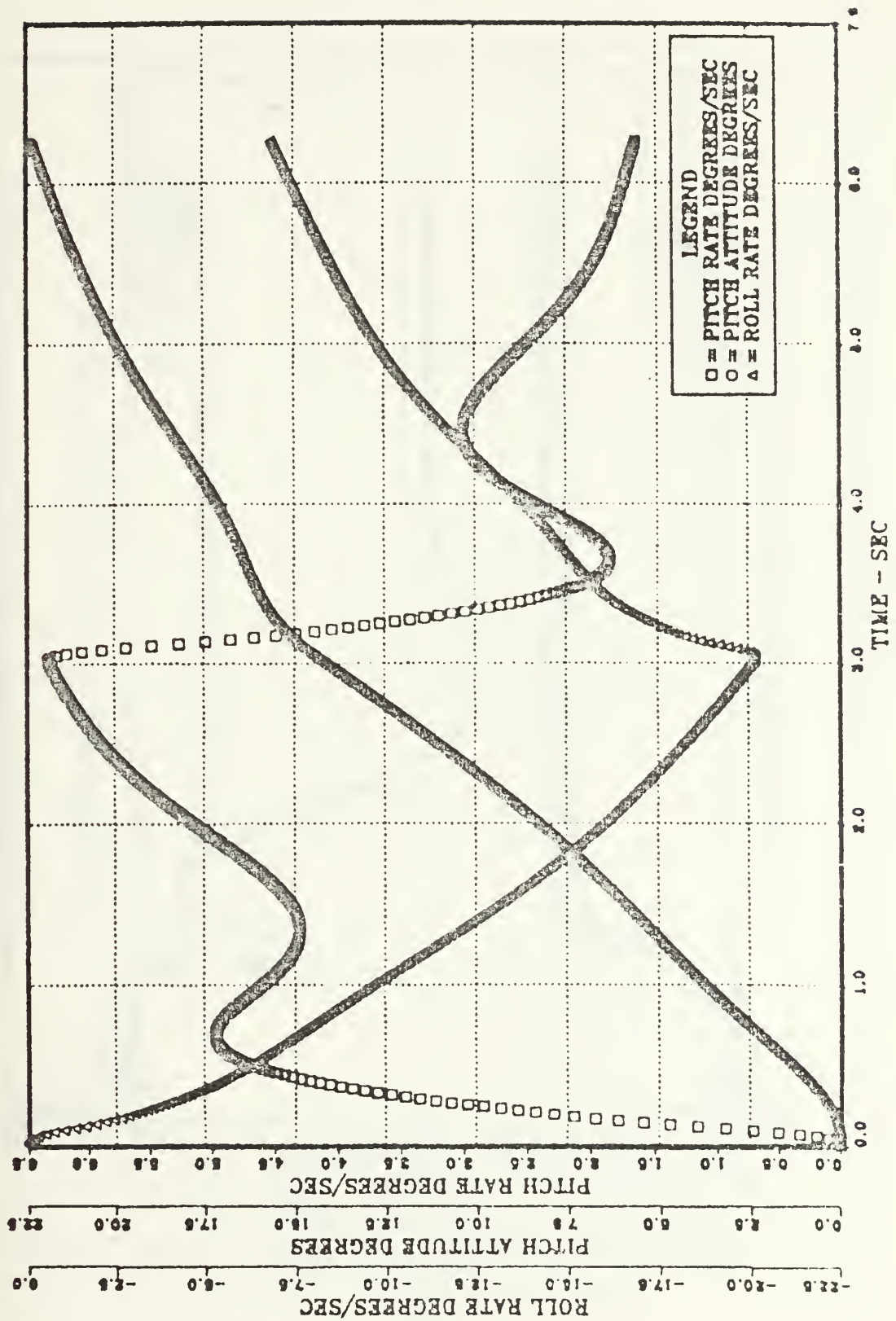


Figure M.4

F-18 RESPONSE TO 1 SEC 0.5 IN LAT PULSE

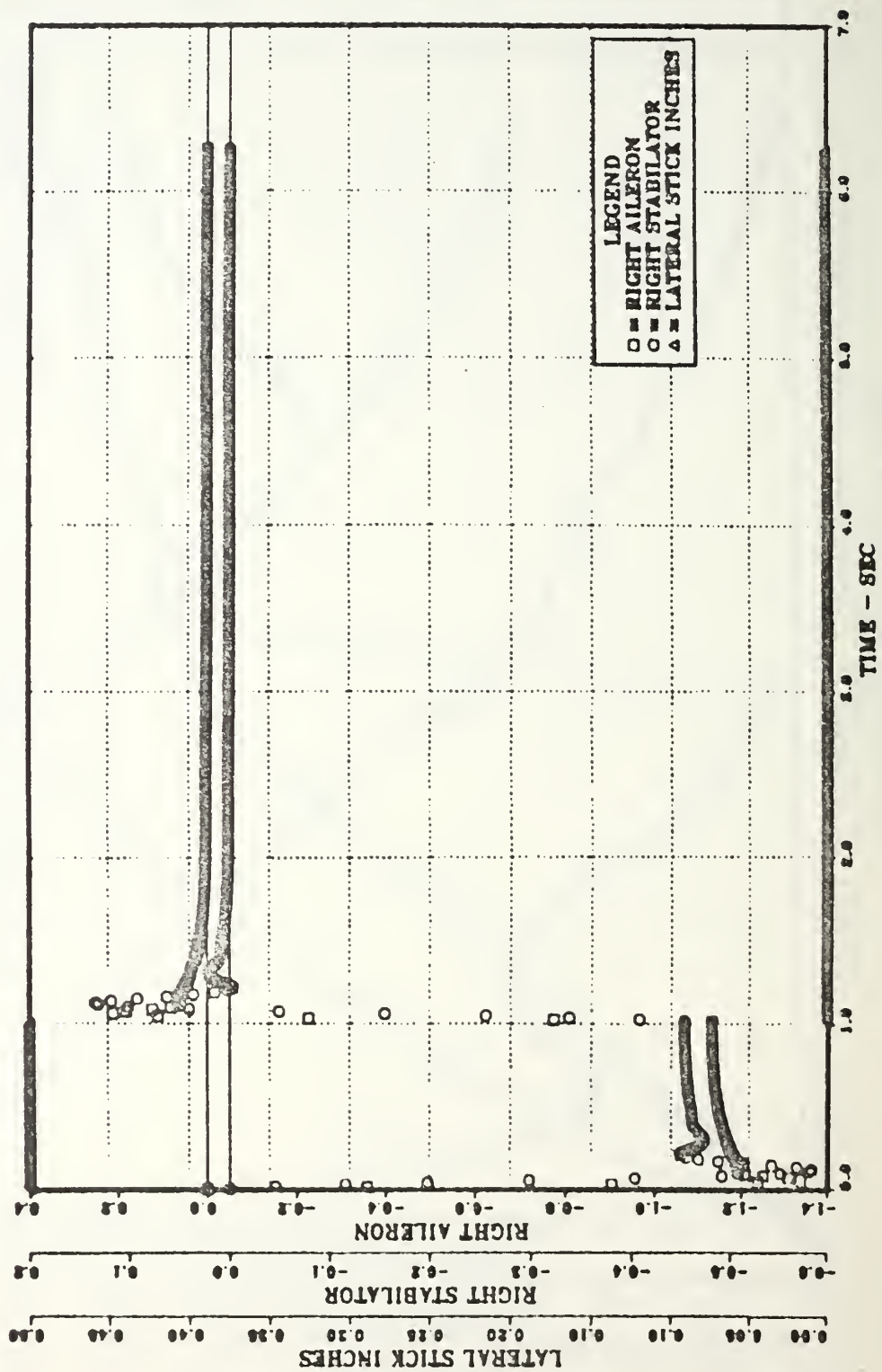


Figure M.5

F-18 RESPONSE TO 1 SEC 0.5 IN LAT PULSE

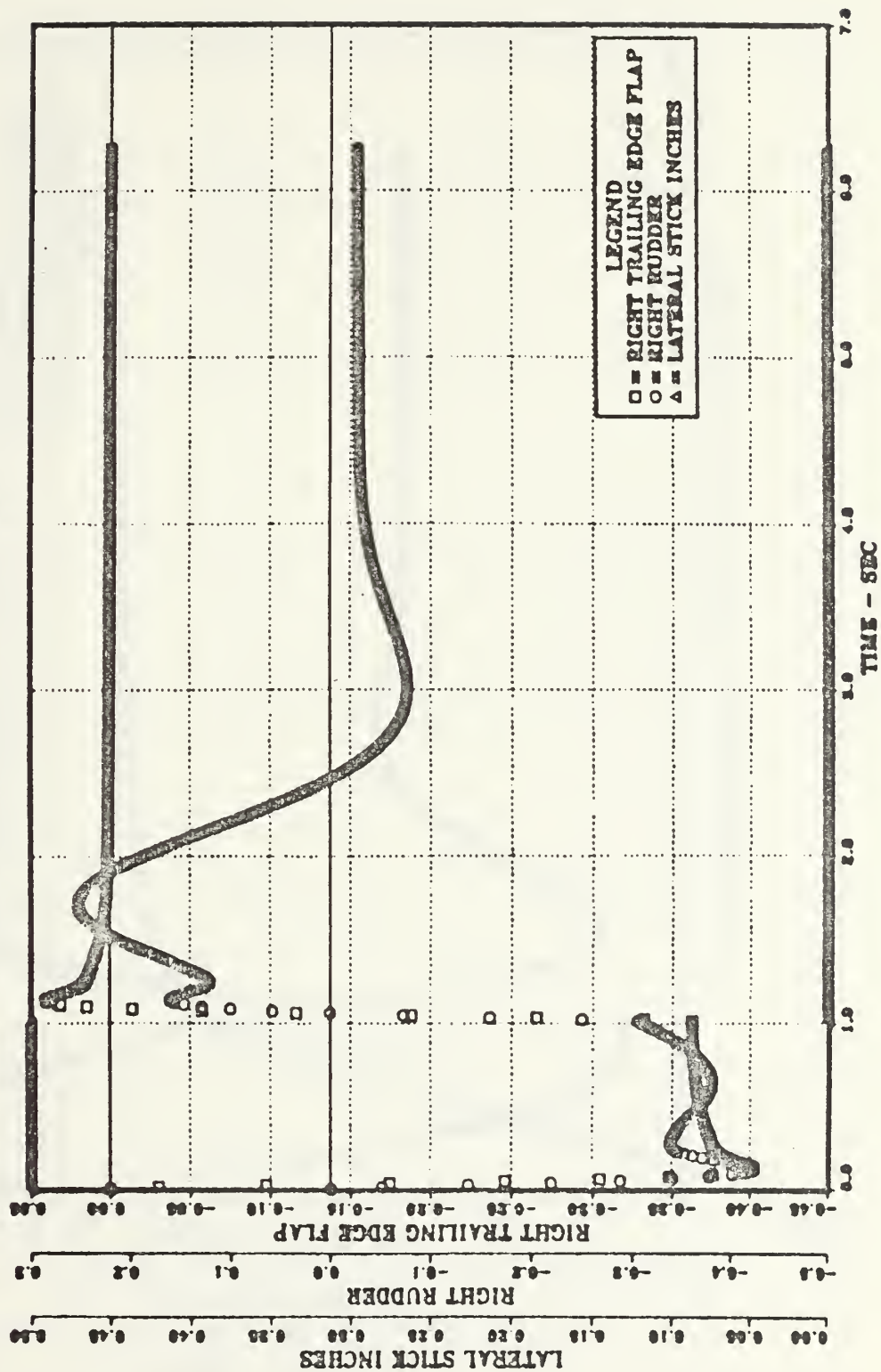


Figure M.6

F-18 RESPONSE TO 1 SEC 0.5 IN LAT PULSE

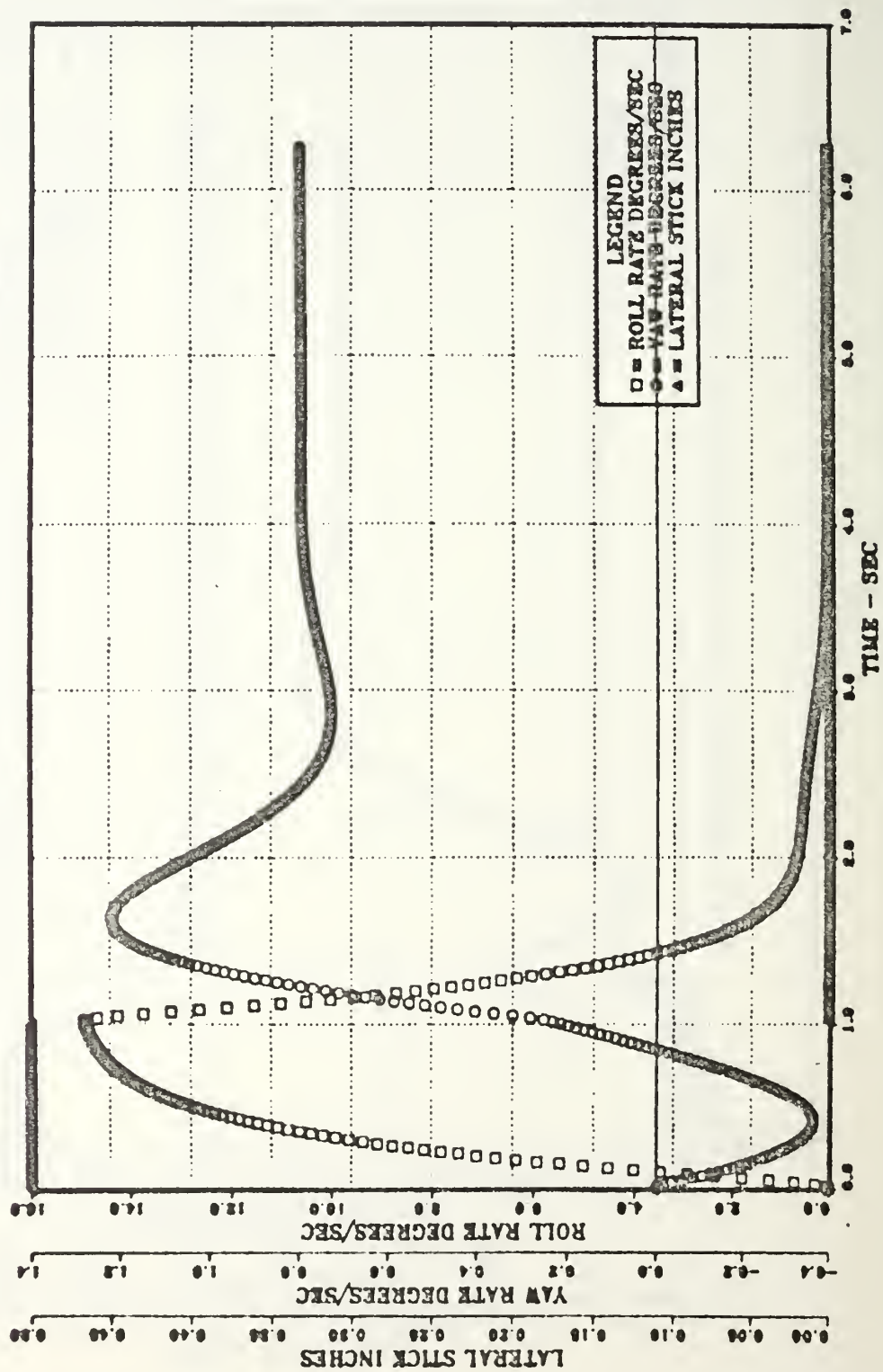


Figure M.7

F-18 RESPONSE TO 1 SEC 0.5 IN LAT PULSE

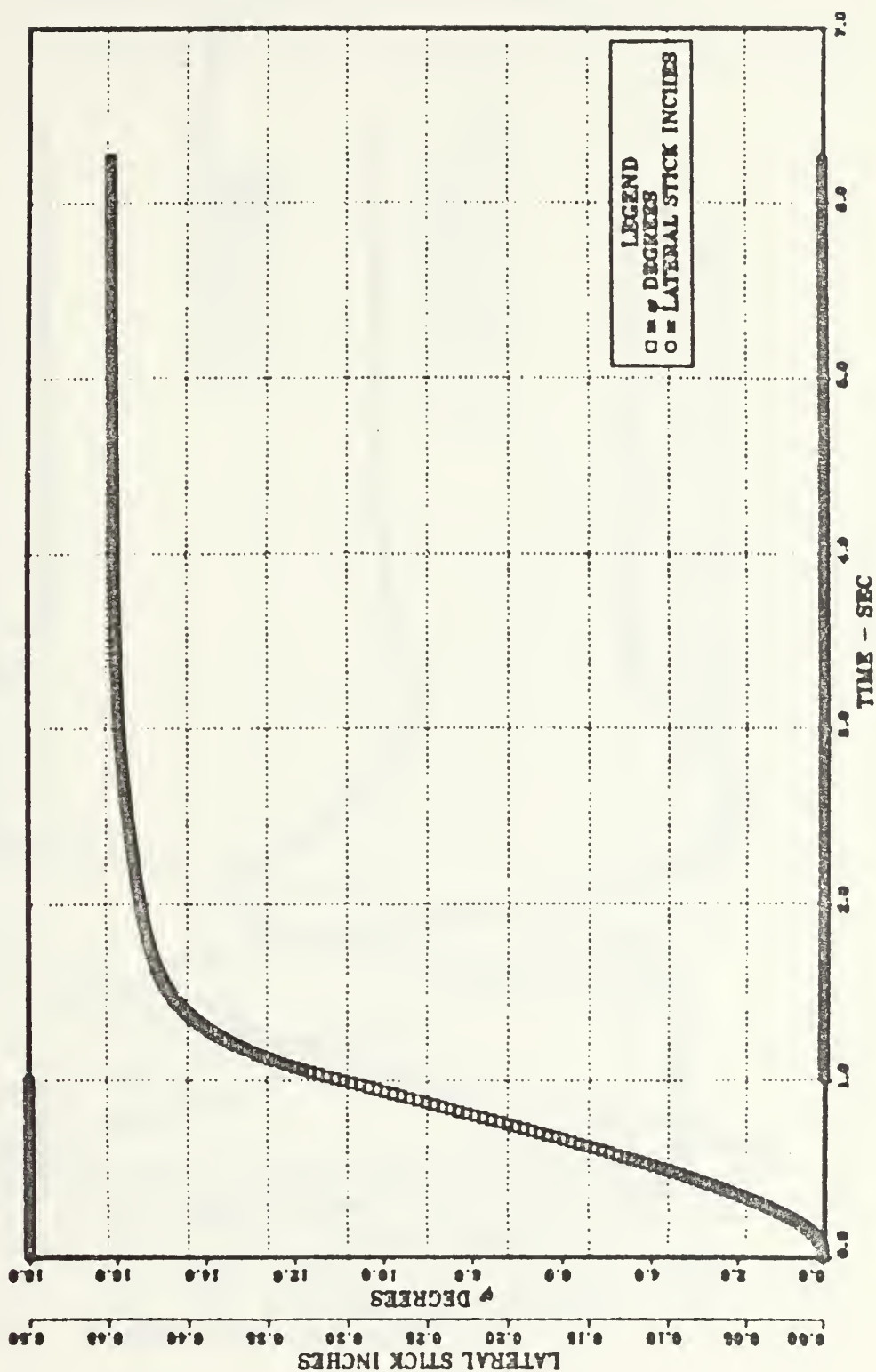


Figure M.8

F-18 RESPONSE TO 1 SEC 0.5 IN DIR PULSE

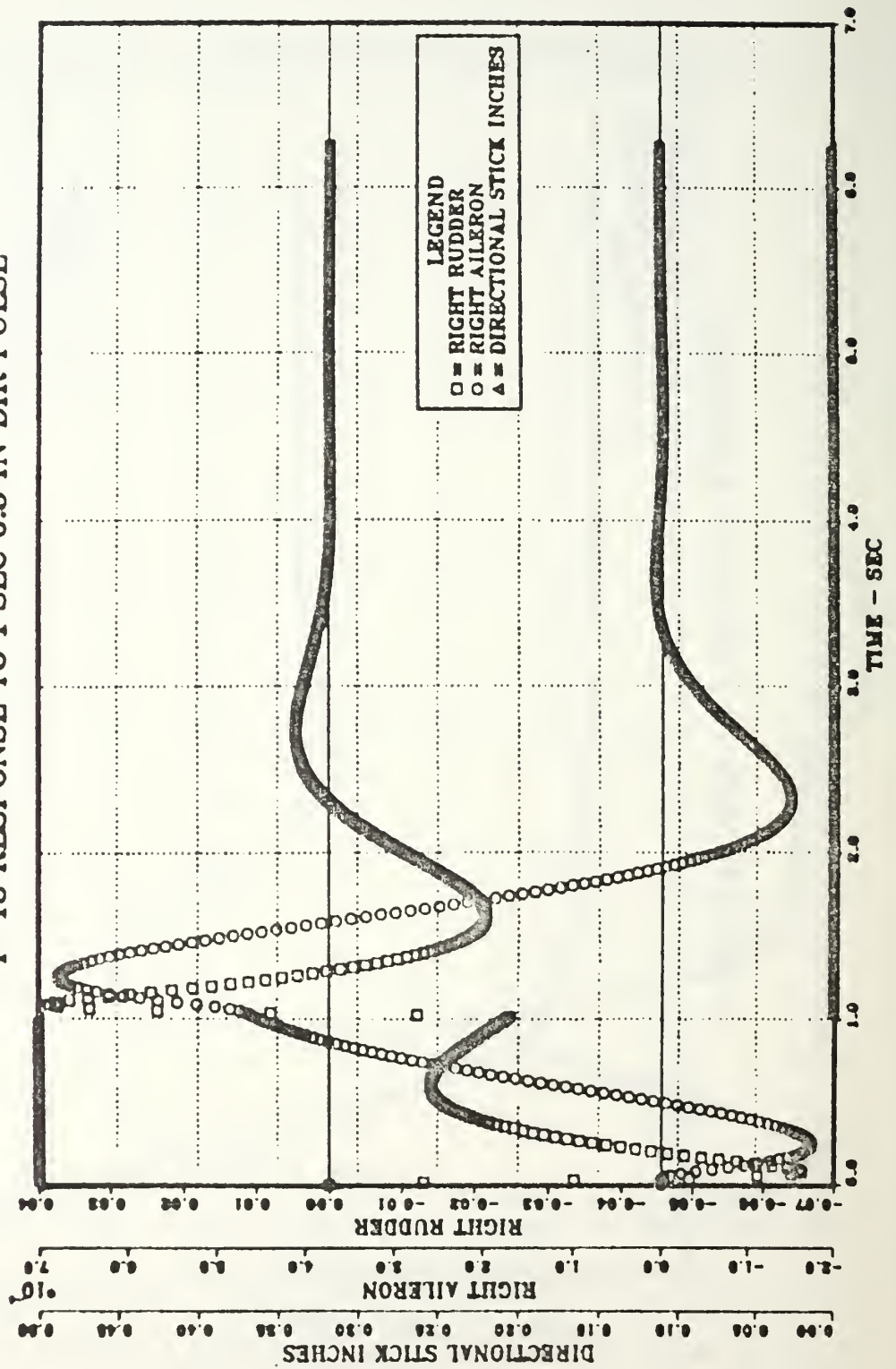


Figure M.9

F-18 RESPONSE TO 1 SEC 0.5 IN DIR PULSE

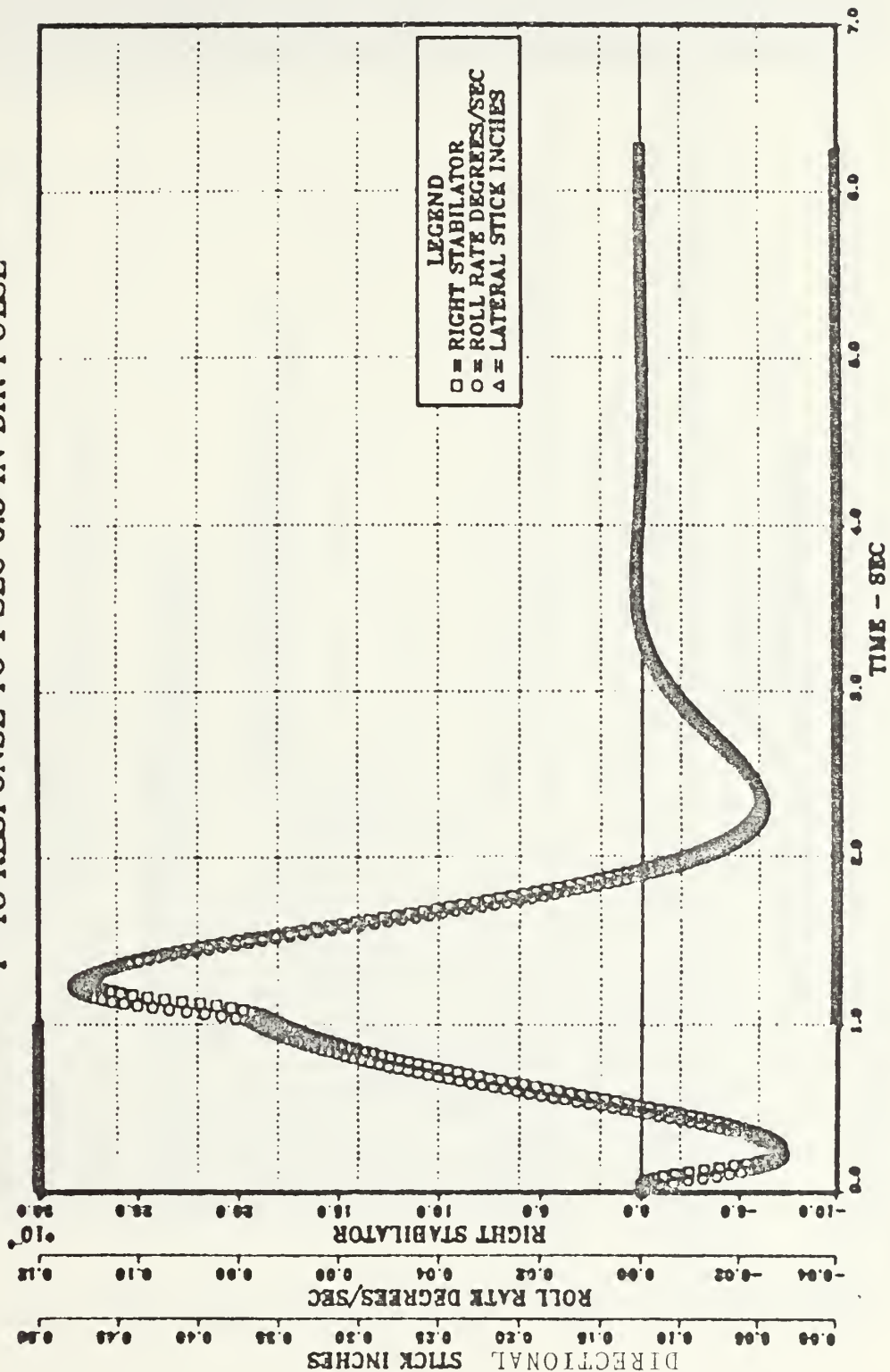


Figure M.10

APPENDIX N COMPUTER PROGRAM

```

C*****
C      F/A-18 DYNAMIC SIMULATION PROGRAM
C      VERSION 1.01 FEBRUARY 1986
C      LT F.W. ROJEK USN
C      CDR V.F. GAVITO, USN
C*****
C      IMPLICIT REAL*8(A-H,O-Z)
C      REAL*8 LIMIT, MIN, MACH, NZ, NZST1, NZST2, NZST3, NYR
C      INTEGER RSTF
C*****
C      AIRFRAME MATRICIES
C
C      DIMENSION FX(4,4), GX(4,3), HX(3,4), DX(3,3), FYZ(4,4), GYZ(4,5),
C      *HYZ(3,4), DYZ(3,5)
C      DIMENSION NFX(2), NGX(2), NHX(2), NDX(2), NEYZ(2), NGYZ(2), NHYZ(2),
C      *NDYZ(2)
C
C      LONG AND LATD MATRICIES
C
C      REAL*8 LONG(3,10), LATD(5,10)
C      DIMENSION NLONG(2), NLATD(2)
C
C      MODIFIED AIRFRAME MATRICIES
C
C      DIMENSION FM(8,8), GM(8,10), HM(6,8), DM(6,10), GMD(8,10)
C      DIMENSION NFM(2), NGM(2), NHM(2), NDM(2), NGMD(2)
C
C      ACTUATOR MATRICIES
C
C      DIMENSION FA(24,24), GA(24,10), HA(10,24)
C      DIMENSION NEA(2), NGA(2), NHA(2)
C
C      SENSOR MATRICIES
C
C      DIMENSION FS(11,11), GS(11,6), HS(6,11)
C      DIMENSION NFS(2), NGS(2), NHS(2)
C
C      AIRFRAME PLUS ACTUATOR MATRICIES
C
C      DIMENSION FP(32,32), GP(32,10), HP(6,32)
C      DIMENSION NFP(2), NGP(2), NHP(2)
C
C      AIRFRAME PLUS ACTUATOR PLUS SENSOR MATRICIES
C
C      DIMENSION FPS(43,43), GPS(43,10), HPS(6,43), APS(43,43), BPS(43,10)
C      DIMENSION NFPS(2), NGPS(2), NHPS(2), NAPS(2), NBPS(2)
C*****
C      FAG00010
C      FAG00020
C      FAG00030
C      FAG00040
C      FAG00050
C      FAG00060
C      FAG00070
C      FAG00080
C      FAG00090
C      FAG00100
C      FAG00110
C      FAG00120
C      FAG00130
C      FAG00140
C      FAG00150
C      FAG00160
C      FAG00170
C      FAG00180
C      FAG00190
C      FAG00200
C      FAG00210
C      FAG00220
C      FAG00230
C      FAG00240
C      FAG00250
C      FAG00260
C      FAG00270
C      FAG00280
C      FAG00290
C      FAG00300
C      FAG00310
C      FAG00320
C      FAG00330
C      FAG00340
C      FAG00350
C      FAG00360
C      FAG00370
C      FAG00380
C      FAG00390
C      FAG00400
C      FAG00410
C      FAG00420
C      FAG00430
C      FAG00440
C      FAG00450
C      FAG00460
C      FAG00470
C      FAG00480

```



```

C      GENERATE THE AIRFRAME PLUS ACTUATOR PLUS SENSOR MATRICES
C      FPS' GPS' HPS
C      FAG01450
C      FAG01460
C      FAG01470
C      FAG01480
C      FAG01490
C      FAG01500
C      FAG01510
C      FAG01520
C      FAG01530
C      FAG01540
C      FAG01550
C      FAG01560
C      FAG01570
C      FAG01580
C      FAG01590
C      FAG01600
C      FAG01610
C      FAG01620
C      FAG01630
C      FAG01640
C      FAG01650
C      FAG01660
C      FAG01670
C      FAG01680
C      FAG01690
C      FAG01700
C      FAG01710
C      FAG01720
C      FAG01730
C      FAG01740
C      FAG01750
C      FAG01760
C      FAG01770
C      FAG01780
C      FAG01790
C      FAG01800
C      FAG01810
C      FAG01820
C      FAG01830
C      FAG01840
C      FAG01850
C      FAG01860
C      FAG01870
C      FAG01880
C      FAG01890
C      FAG01900
C      FAG01910
C      FAG01920

C      CALL ARCRET(FP,GP,HP,ES,GS,HS,FPS,GPS,HPS,NFP,NGP,NHP,NFS,
C      *NGS,NHS,NFPS,NGPS,NHPS)
C      FAG01450
C      FAG01460
C      FAG01470
C      FAG01480
C      FAG01490
C      FAG01500
C      FAG01510
C      FAG01520
C      FAG01530
C      FAG01540
C      FAG01550
C      FAG01560
C      FAG01570
C      FAG01580
C      FAG01590
C      FAG01600
C      FAG01610
C      FAG01620
C      FAG01630
C      FAG01640
C      FAG01650
C      FAG01660
C      FAG01670
C      FAG01680
C      FAG01690
C      FAG01700
C      FAG01710
C      FAG01720
C      FAG01730
C      FAG01740
C      FAG01750
C      FAG01760
C      FAG01770
C      FAG01780
C      FAG01790
C      FAG01800
C      FAG01810
C      FAG01820
C      FAG01830
C      FAG01840
C      FAG01850
C      FAG01860
C      FAG01870
C      FAG01880
C      FAG01890
C      FAG01900
C      FAG01910
C      FAG01920

C      DISCRITIZE THE 'FPS' AND 'GPS' MATRICES
C      ASSIGN TO 'APS', AND 'BPS' MATRICES
C      FAG01450
C      FAG01460
C      FAG01470
C      FAG01480
C      FAG01490
C      FAG01500
C      FAG01510
C      FAG01520
C      FAG01530
C      FAG01540
C      FAG01550
C      FAG01560
C      FAG01570
C      FAG01580
C      FAG01590
C      FAG01600
C      FAG01610
C      FAG01620
C      FAG01630
C      FAG01640
C      FAG01650
C      FAG01660
C      FAG01670
C      FAG01680
C      FAG01690
C      FAG01700
C      FAG01710
C      FAG01720
C      FAG01730
C      FAG01740
C      FAG01750
C      FAG01760
C      FAG01770
C      FAG01780
C      FAG01790
C      FAG01800
C      FAG01810
C      FAG01820
C      FAG01830
C      FAG01840
C      FAG01850
C      FAG01860
C      FAG01870
C      FAG01880
C      FAG01890
C      FAG01900
C      FAG01910
C      FAG01920

C      COMPOSE THE 'GAIN' MATRIX
C      FAG01450
C      FAG01460
C      FAG01470
C      FAG01480
C      FAG01490
C      FAG01500
C      FAG01510
C      FAG01520
C      FAG01530
C      FAG01540
C      FAG01550
C      FAG01560
C      FAG01570
C      FAG01580
C      FAG01590
C      FAG01600
C      FAG01610
C      FAG01620
C      FAG01630
C      FAG01640
C      FAG01650
C      FAG01660
C      FAG01670
C      FAG01680
C      FAG01690
C      FAG01700
C      FAG01710
C      FAG01720
C      FAG01730
C      FAG01740
C      FAG01750
C      FAG01760
C      FAG01770
C      FAG01780
C      FAG01790
C      FAG01800
C      FAG01810
C      FAG01820
C      FAG01830
C      FAG01840
C      FAG01850
C      FAG01860
C      FAG01870
C      FAG01880
C      FAG01890
C      FAG01900
C      FAG01910
C      FAG01920

C      GENERATE CONTROL LAW MATRICES
C      'AC' 'BFC' 'BC' 'CC' 'CFC' 'DC'
C      FAG01450
C      FAG01460
C      FAG01470
C      FAG01480
C      FAG01490
C      FAG01500
C      FAG01510
C      FAG01520
C      FAG01530
C      FAG01540
C      FAG01550
C      FAG01560
C      FAG01570
C      FAG01580
C      FAG01590
C      FAG01600
C      FAG01610
C      FAG01620
C      FAG01630
C      FAG01640
C      FAG01650
C      FAG01660
C      FAG01670
C      FAG01680
C      FAG01690
C      FAG01700
C      FAG01710
C      FAG01720
C      FAG01730
C      FAG01740
C      FAG01750
C      FAG01760
C      FAG01770
C      FAG01780
C      FAG01790
C      FAG01800
C      FAG01810
C      FAG01820
C      FAG01830
C      FAG01840
C      FAG01850
C      FAG01860
C      FAG01870
C      FAG01880
C      FAG01890
C      FAG01900
C      FAG01910
C      FAG01920

C      COMPOSE THE TOTAL SYSTEM MATRICES
C      'AF18', 'BF18', 'CF18', 'DF18'
C      FAG01450
C      FAG01460
C      FAG01470
C      FAG01480
C      FAG01490
C      FAG01500
C      FAG01510
C      FAG01520
C      FAG01530
C      FAG01540
C      FAG01550
C      FAG01560
C      FAG01570
C      FAG01580
C      FAG01590
C      FAG01600
C      FAG01610
C      FAG01620
C      FAG01630
C      FAG01640
C      FAG01650
C      FAG01660
C      FAG01670
C      FAG01680
C      FAG01690
C      FAG01700
C      FAG01710
C      FAG01720
C      FAG01730
C      FAG01740
C      FAG01750
C      FAG01760
C      FAG01770
C      FAG01780
C      FAG01790
C      FAG01800
C      FAG01810
C      FAG01820
C      FAG01830
C      FAG01840
C      FAG01850
C      FAG01860
C      FAG01870
C      FAG01880
C      FAG01890
C      FAG01900
C      FAG01910
C      FAG01920

C      CALL MULT(BPS,NBPS,GAIN,NGAIN,DUM1,NDUM1)
C      CALL MULT(DUM1,NDUM1,DFC,NDFC,DUM2,NDUM2)
C      CALL MULT(DUM2,NDUM2,HPS,NHPS,DUM3,NDUM3)
C      CALL ADD(APS,NAPS,DUM3,NDUM3,TMAT1,NTMAT1)
C      CALL OUTPUT(TMAT1,NTMAT1(1),NTMAT1(2),'MAT1')
C      FAG01450
C      FAG01460
C      FAG01470
C      FAG01480
C      FAG01490
C      FAG01500
C      FAG01510
C      FAG01520
C      FAG01530
C      FAG01540
C      FAG01550
C      FAG01560
C      FAG01570
C      FAG01580
C      FAG01590
C      FAG01600
C      FAG01610
C      FAG01620
C      FAG01630
C      FAG01640
C      FAG01650
C      FAG01660
C      FAG01670
C      FAG01680
C      FAG01690
C      FAG01700
C      FAG01710
C      FAG01720
C      FAG01730
C      FAG01740
C      FAG01750
C      FAG01760
C      FAG01770
C      FAG01780
C      FAG01790
C      FAG01800
C      FAG01810
C      FAG01820
C      FAG01830
C      FAG01840
C      FAG01850
C      FAG01860
C      FAG01870
C      FAG01880
C      FAG01890
C      FAG01900
C      FAG01910
C      FAG01920

C      CALL MULT(BPS,NBPS,GAIN,NGAIN,DUM1,NDUM1)
C      CALL MULT(DUM1,NDUM1,CC,NCC,TMAT2,NTMAT2)
C      CALL OUTPUT(TMAT2,NTMAT2(1),NTMAT2(2),'MAT2')
C      FAG01450
C      FAG01460
C      FAG01470
C      FAG01480
C      FAG01490
C      FAG01500
C      FAG01510
C      FAG01520
C      FAG01530
C      FAG01540
C      FAG01550
C      FAG01560
C      FAG01570
C      FAG01580
C      FAG01590
C      FAG01600
C      FAG01610
C      FAG01620
C      FAG01630
C      FAG01640
C      FAG01650
C      FAG01660
C      FAG01670
C      FAG01680
C      FAG01690
C      FAG01700
C      FAG01710
C      FAG01720
C      FAG01730
C      FAG01740
C      FAG01750
C      FAG01760
C      FAG01770
C      FAG01780
C      FAG01790
C      FAG01800
C      FAG01810
C      FAG01820
C      FAG01830
C      FAG01840
C      FAG01850
C      FAG01860
C      FAG01870
C      FAG01880
C      FAG01890
C      FAG01900
C      FAG01910
C      FAG01920

```



```

C          CALL MULT(BFC,NBFC,HPS,NHPS,TMAT3,NTMAT3)
C          CALL OUTPUT(TMAT3,NTMAT3(1),NTMAT3(2),MAT3')
C
C          CALL JUXTC(TMAT1,NTMAT1,TMAT2,NTMAT2,DUM1,NDUM1)
C          CALL JUXTC(TMAT3,NTMAT3,AC,NAC,DUM2,NDUM2)
C          CALL JUXTR(DUM1,NDUM1,DUM2,NDUM2,AF18,NAF18)
C          CALL OUTPUT(AF18,NAF18(1),NAF18(2),AF18')
C----- BF18 MATRIX -----
C          CALL MULT(BPS,NBPS,GAIN,NGAIN,DUM1,NDUM1)
C          CALL MULT(DUM1,NDUM1,DC,NDC,DUM2,NDUM2)
C          CALL JUXTR(DUM2,NDUM2,BC,NBC,BF18,NBF18)
C          CALL OUTPUT(BF18,NBF18(1),NBF18(2),BF18')
C----- CF18 MATRIX -----
C          NDUM1(1)=6
C          NDUM1(2)=12
C          CALL NULL(DUM1,NDUM1)
C          CALL JUXTC(HPS,NHPS,DUM1,NDUM1,DUM2,NDUM2)
C          CALL MULT(DFC,NDEC,HPS,NHPS,DUM1,NDUM1)
C          CALL JUXTC(DUM1,NDUM1,CC,NCC,DUM3,NDUM3)
C          CALL JUXTR(DUM2,NDUM2,DUM3,NDUM3,CF18,NCF18)
C          CALL OUTPUT(CF18,NCF18(1),NCF18(2),CF18')
C----- DF18 MATRIX -----
C          NDUM1(1)=6
C          NDUM1(2)=3
C          CALL NULL(DUM1,NDUM1)
C          CALL JUXTR(DUM1,NDUM1,DC,NDC,DF18,NDF18)
C          CALL OUTPUT(DF18,NDF18(1),NDF18(2),DF18')
C*****
C          COMPUTE RESPONSE FOR 500 DATA POINTS AND CREATE OPTPLOT DATA FILE
C*****
C          WRITE(6,190)
C          190 FORMAT(//IX,'SYSTEM MATRICES CREATED, COMPUTING TIME RESPONSE')
C-- WRITE OPTPLOT PARAMETERS AND NULL FEEDBACK MATRIX INTO DATA FILE --
C          NDUM4(1)=55
C          NDUM4(2)=3
C          CALL NULL(DUM4,NDUM4)
C          WRITE(4,100) 55,3,501,1,1
C          WRITE(4,110) (DUM4(I),I=1,165)
C          100 FORMAT(5E14.7)
C          110 FORMAT(5E14.7)
C----- INITIALIZE THE STATE AND INPUT VARIABLES -----
C          NX(1)=55
C          NX(2)=1
C          NU(1)=3
C          NU(2)=1

```

```

FAG01930
FAG01940
FAG01950
FAG01960
FAG01970
FAG01980
FAG01990
FAG02000
FAG02010
FAG02020
FAG02030
FAG02040
FAG02050
FAG02060
FAG02070
FAG02080
FAG02090
FAG02100
FAG02110
FAG02120
FAG02130
FAG02140
FAG02150
FAG02160
FAG02170
FAG02180
FAG02190
FAG02200
FAG02210
FAG02220
FAG02230
FAG02240
FAG02250
FAG02260
FAG02270
FAG02280
FAG02290
FAG02300
FAG02310
FAG02320
FAG02330
FAG02340
FAG02350
FAG02360
FAG02370
FAG02380
FAG02390
FAG02400

```



```

C          CREATE OPTMATD DATA FILE
C
C*****
CALL WRMATD(AF18,BF18,CF18,DF18,TS)
WRITE(6,999)
999 FORMAT('//1X','PROGRAM COMPLETE--OPMATD AND OPTPLOT DATA FILE CREATEFAG02890
*D')
WRITE(6,1000)
1000 FORMAT('//1X','TO PLOT, RESPONSE GO TO CONTROLS EXEC, SELECT ORACLS,
*THEN SELECT OPTPLOT.', '618 TERMINAL')
*/1X 'YOU MUST BE AT A 618 TERMINAL')
9000 STOP
END
C*****
SUBROUTINES
C*****
SUBROUTINE FLITE1
READS IN:
1} AIRCRAFT FLIGHT CONDITIONS FROM FA18 DATA FILE
2} CONTROL PARAMETERS INTERACTIVELY
3} FAILURE PARAMETERS INTERACTIVELY
NONE
INPUT FROM MAIN:
OUTPUT TO MAIN:
1} MACH MACH NUMBER
2} ALT ALTITUDE IN FEET
3} ALPHA ANGLE OF ATTACK IN DEGREES
4} NZ NORMAL ACCELERATION
5} TS SAMPLING TIME IN SECONDS
6} NCONT CONTROL NUMBER
1=LONG STICK
2=LAT STICK
3=RUDDER
7} NST CONTROL START TIME ITERATION NUMBER
8} NSTP CONTROL STOP TIME
9} AMP CONTROL AMPLITUDE IN INCHES
10} RSTF STAB FAILURE PARAMETERS
SIMULATES RIGHT OR LEFT ACTUATION LOSS WHEN
STE TO 1
RSTF=RIGHT STAB FAIL
LSTF=LEFT STABILATOR FAILURE
11) IFIX GAIN MATRIX FLAG
IFIX=0 DO NOT COMPUTE IMPAIRED GAIN MATRIX
IFIX=1 COMPUTE IMPAIRED GAIN MATRIX
C*****
SUBROUTINE FLITE1(MACH,ALT,ALPHA,NZ,TS,NST,NSTP,AMP,NCONT,RSTF,
*LSTF,IFIX)
IMPLICIT REAL*8(A-H,O-Z)
REAL*8 MACH,NZ
INTEGER RSTF
FAG02890
FAG02900
FAG02910
FAG02920
FAG02930
FAG02940
FAG02950
FAG02960
FAG02970
FAG02980
FAG02990
FAG03000
FAG03010
FAG03020
FAG03030
FAG03040
FAG03050
FAG03060
FAG03070
FAG03080
FAG03090
FAG03100
FAG03110
FAG03120
FAG03130
FAG03140
FAG03150
FAG03160
FAG03170
FAG03180
FAG03190
FAG03200
FAG03210
FAG03220
FAG03230
FAG03240
FAG03250
FAG03260
FAG03270
FAG03280
FAG03290
FAG03300
FAG03310
FAG03320
FAG03330
FAG03340
FAG03350
FAG03360

```



```

10 READ(1,*) MACH,ALT,ALPHA,NZ,TS
    WRITE(6,10)
    FORMAT(//1X,'INPUT CONTROL PARAMETERS')
14 WRITE(6,14)
    FORMAT(//1X,'CONTROL NUMBER 1 2 OR 3 ? ')
    READ(5,*) NCONT
11 WRITE(6,11)
    FORMAT(1X,NST,START TIME =')
    READ(5,*) NST
12 WRITE(6,12)
    FORMAT(1X,NSTP,STOP TIME =')
    READ(5,*) NSTP
13 WRITE(6,13)
    FORMAT(1X,AMP,AMPLITUDE =')
    READ(5,*) AMP
20 WRITE(6,20)
    FORMAT(//1X,'INPUT DAMAGE PARAMETERS'//1X,'NO FAILURE=0 FAILURE=
    *1 //1X,FAILURE IS INTERPRETED TO MEAN EIC CLASS 1 OR CONTROL SFC
    *S CENTERED AND LOCKED')
    WRITE(6,21)
21 FORMAT(1X,RSTF =')
    READ(5,*) RSTF
22 WRITE(6,22)
    FORMAT(1X,LSTF =')
    READ(5,*) LSTF
    WRITE(6,23)
23 FORMAT(//1X,'COMPUTE NEW GAIN MATRIX ? ' //1X,'NO = 0 YES = 1')
    *//1X,NOTE VERSION 1.0 OF THE PROGRAM DOES NOT COMPUTE A NEW GAIN
    *MATRIX')
    READ(5,*) IFIX
C
C
C
    WRITE(2,30)
    WRITE(2,31)
    WRITE(2,32)
    WRITE(2,33)
    WRITE(2,34)
    FORMAT(//1X,'AIRCRAFT FLIGHT CONDITIONS AND SAMPLING TIME')
30 *//1X,NZ = ,E10.4,1X,ALT = ,E10.4,1X,ALPHA = ,E10.4,
    *//1X,TS = ,E10.4,1X,MACH = ,E10.4,1X,NCONT
32 FORMAT(//1X,'CONTROL PARAMETERS AND FAILURE PARAMETERS')
33 FORMAT(//1X,'START TIME = ,I3,1X,STOP TIME = ,I3,
    *//1X,AMPLITUDE = ,E8.2,1X,CONTROL NUMBER = ,I1)
34 FORMAT(1X,RIGHT STAB FAILURE = ,I1,1X,LEFT STAB FAILURE = ,I1
    *)
    RETURN
    END
C*****
C

```

```

FAG033370
FAG033380
FAG033390
FAG033400
FAG033410
FAG033420
FAG033430
FAG033440
FAG033450
FAG033460
FAG033470
FAG033480
FAG033490
FAG033500
FAG033510
FAG033520
FAG033530
FAG033540
FAG033550
FAG033560
FAG033570
FAG033580
FAG033590
FAG033600
FAG033610
FAG033620
FAG033630
FAG033640
FAG033650
FAG033660
FAG033670
FAG033680
FAG033690
FAG033700
FAG033710
FAG033720
FAG033730
FAG033740
FAG033750
FAG033760
FAG033770
FAG033780
FAG033790
FAG033800
FAG033810
FAG033820
FAG033830
FAG033840

```



```

C----- CALL JUXTR(DUM1,NDUM1,DUM2,NDUM2,GMO,NGMO)
C----- IFAIL=1
C----- SET THE IFAIL FLAG TO FAILURE CONDITION -----
C----- CHECK CONTROL SURFACE FAILURE PARAMETERS -----
C----- MODIFY LONG AND LATD MATRICIES ACCORDINGLY -----
      IF (RSTF.EQ.1) THEN
        LONG(1,1) = 0.0D+00
        LATD(1,1) = 0.0D+00
      ELSE IF (LSTF.EQ.1) THEN
        LONG(1,2) = 0.0D+00
        LATD(1,2) = 0.0D+00
      ELSE
        IFAIL=0
      END IF
C
      CALL OUTPUT(GMO,NGMO(1),NGMO(2),'GMO','')
      CALL OUTPUT(LONG,NLONG(1),NLONG(2),'LNG','')
      CALL OUTPUT(LATD,NLATD(1),NLATD(2),'LAT','')
      RETURN
      END
C*****
C----- SUBROUTINE MODEQ
C----- GENERATES THE MODIFIED AIRFRAME MATRICIES
C----- INPUT FROM MAIN: 1) FX,GX,HX,DX BASIC AIRFRAME MATRICIES
C-----                      FYZ,GYZ,HYZ,DYZ
C-----                      2) LONG,LATD,LONG AND LATD MATRICIES
C-----                      3) NFX,NGX,NHX,NDX ROW AND COL VECTORS
C-----                      NFYZ,NGYZ,NHYZ,NDYZ
C-----                      NLONG,NLATD
C----- OUTPUT TO MAIN: 1) FM,GM,HM,DM MODEFIED AIRFRAME MATRICIES
C-----                      NFM,NGM,NHM,NDM ROW AND COL VECTORS
C*****
C----- SUBROUTINE MODEQ(FX,GX,HX,DX,FYZ,GYZ,HYZ,DYZ,LONG,LATD,FM,GM,HM,
C----- *DM,NFX,NGX,NHX,NDX,NFYZ,NGYZ,NHYZ,NDYZ,NLONG,NLATD,NFM,NGM,NHM,
C----- *NDM)
C----- IMPLICIT REAL*8(A-H,O-Z)
C
      DIMENSION FX(4,4),GX(4,3),HX(3,4),DX(3,3),FYZ(4,4),GYZ(4,5),
      *HYZ(3,4),DYZ(3,5),FM(8,8),GM(8,10),HM(6,8),DM(6,10)
      DIMENSION NFX(2),NGX(2),NFX(2),NDX(2),NFYZ(2),NGYZ(2),NHYZ(2),
      *NDYZ(2),NFM(2),NGM(2),NHM(2),NDM(2)
C
      REAL*8 LONG(3,10),LATD(5,10)
      DIMENSION NLONG(2),NLATD(2)
C
      DIMENSION DUM1(100),DUM2(100),DUM3(100)

```

```

C-----
DIMENSION NDUM1(2),NDUM2(2),NDUM3(2)
          FM MATRIX -----
NDUM1{1}=4
NDUM1{2}=4
CALL NULL(DUM1,NDUM1)
CALL JUXTC{EX,NEX,DUM1,NDUM1,DUM2,NDUM2}
CALL JUXTC{DUM1,NBUM1,FYZ,NFYZ,DUM3,NDUM3}
CALL JUXTR{DUM2,NDUM2,DUM3,NDUM3,FM,NFM}
C-----
          GM MATRIX -----
CALL MULT{GX,NGX,LONG,NLONG,DUM1,NDUM1}
CALL MULT{GYZ,NGYZ,LATD,NLATD,DUM2,NDUM2}
CALL JUXTR{DUM1,NDUM1,DUM2,NDUM2,GM,NGM}
C-----
          HM MATRIX -----
NDUM1{1}=3
NDUM1{2}=4
CALL NULL(DUM1,NDUM1)
CALL JUXTC{HX,NHX,DUM1,NDUM1,DUM2,NDUM2}
CALL JUXTC{DUM1,NBUM1,FYZ,NHYZ,DUM3,NDUM3}
CALL JUXTR{DUM2,NDUM2,DUM3,NDUM3,HM,NHM}
C-----
          DM MATRIX -----
CALL MULT{DX,NDX,LONG,NLONG,DUM1,NDUM1}
CALL MULT{DYZ,NDYZ,LATD,NLATD,DUM2,NDUM2}
CALL JUXTR{DUM1,NDUM1,DUM2,NDUM2,DM,NDM}
C-----
          SCALE THE GM AND DM MATRICES TO INPUT DEG RATHER THAN RAD -----
R = 1.745D-02
DO 10 I = 1,6
DO 20 J = 1,10
DM(I,J) = DM(I,J) * R
CONTINUE
CONTINUE
DO 30 I = 1,8
DO 40 J = 1,10
GM(I,J) = GM(I,J) * R
CONTINUE
CONTINUE
NDUM1{1}=10
NDUM1{2}=10
CALL UNITY{DUM1,NDUM1}
CALL SCALE{DUM1,NDUM1,DUM2,NDUM2,1.745D-02}
CALL MULT{GM,NGM,DUM2,NDUM2,DUM1,NDUM1}
CALL EQUATE{DUM1,NDUM1,GM,NGM}
CALL MULT{DM,NDM,DUM2,NDUM2,DUM1,NDUM1}
CALL EQUATE{DUM1,NDUM1,DM,NDM}
C-----
          SCALE OUTPUT VECTOR TO OUTPUT DEG/SEC, DEG, AND G -----
HM{1,3}=HM{1,3}*5.7296D+01
HM{3,2}=HM{3,2}*5.7296D+01
HM{4,6}=HM{4,6}*5.7296D+01
C-----

```

```

FAG05770
FAG05780
FAG05790
FAG05800
FAG05810
FAG05820
FAG05830
FAG05840
FAG05850
FAG05860
FAG05870
FAG05880
FAG05890
FAG05900
FAG05910
FAG05920
FAG05930
FAG05940
FAG05950
FAG05960
FAG05970
FAG05980
FAG05990
FAG06000
FAG06010
FAG06020
FAG06030
FAG06040
FAG06050
FAG06060
FAG06070
FAG06080
FAG06090
FAG06100
FAG06110
FAG06120
FAG06130
FAG06140
FAG06150
FAG06160
FAG06170
FAG06180
FAG06190
FAG06200
FAG06210
FAG06220
FAG06230
FAG06240

```

```

C*****
HM( 5, 7 )=HM( 5, 7 )*5.7296D+01
HM( 2, 1 )=HM( 2, 1 )/3.22D+01
HM( 2, 2 )=HM( 2, 2 )/3.22D+01
HM( 2, 3 )=HM( 2, 3 )/3.22D+01
HM( 6, 5 )=HM( 6, 5 )/3.22D+01
HM( 6, 6 )=HM( 6, 6 )/3.22D+01
HM( 6, 7 )=HM( 6, 7 )/3.22D+01
DM( 2, 1 )=DM( 2, 1 )/3.22D+01
DM( 2, 2 )=DM( 2, 2 )/3.22D+01
DM( 2, 3 )=DM( 2, 3 )/3.22D+01
DM( 2, 4 )=DM( 2, 4 )/3.22D+01
DM( 2, 5 )=DM( 2, 5 )/3.22D+01
DM( 2, 6 )=DM( 2, 6 )/3.22D+01
DM( 6, 1 )=DM( 6, 1 )/3.22D+01
DM( 6, 2 )=DM( 6, 2 )/3.22D+01
DM( 6, 7 )=DM( 6, 7 )/3.22D+01
DM( 6, 8 )=DM( 6, 8 )/3.22D+01
DM( 6, 9 )=DM( 6, 9 )/3.22D+01
DM( 6, 10)=DM( 6, 10 )/3.22D+01
CALL OUTPUT{FM,NEM( 1 ),NEM( 2 ),'FM'}
CALL OUTPUT{GM,NGM( 1 ),NGM( 2 ),'GM'}
CALL OUTPUT{HM,NHM( 1 ),NHM( 2 ),'HM'}
CALL OUTPUT{DM,NDM( 1 ),NDM( 2 ),'DM'}
RETURN
END
C*****

```

C*****

SUBROUTINE ACTU

GENERATES THE ACTUATOR MATRICIES

INPUT FROM MAIN: NONE

OUTPUT TO MAIN: 1} FA, GA, HA ACTUATOR DYNAMICS MATRICIES
2} NFA, NGA, NHA ROW AND COLUMN MATRICIES

C*****

SUBROUTINE ACTU(FA,GA,HA,NFA,NGA,NHA)

IMPLICIT REAL*8(A-H,O-Z)

DIMENSION FA(24,24),GA(24,10),HA(10,24)

DIMENSION NFA(2),NGA(2),NHA(2)

NFA(1)=24

NFA(2)=24

NGA(1)=24

NGA(2)=10

NHA(1)=10

NHA(2)=24

CALL NULL(FA,NFA)

CALL NULL(GA,NGA)

CALL NULL(HA,NHA)

C-----SET STABILATOR COEFFICIENTS -----

FAG06250
FAG06260
FAG06270
FAG06280
FAG06290
FAG06300
FAG06310
FAG06320
FAG06330
FAG06340
FAG06350
FAG06360
FAG06370
FAG06380
FAG06390
FAG06400
FAG06410
FAG06420
FAG06430
FAG06440
FAG06450
FAG06460
FAG06470
FAG06480
FAG06490
FAG06500
FAG06510
FAG06520
FAG06530
FAG06540
FAG06550
FAG06560
FAG06570
FAG06580
FAG06590
FAG06600
FAG06610
FAG06620
FAG06630
FAG06640
FAG06650
FAG06660
FAG06670
FAG06680
FAG06690
FAG06700
FAG06710
FAG06720

C	SCALE THE COEFFICIENTS SO THAT THE ACTUATOR MODEL INPUTS DECREES		FAG06730
C	AND OUTPUTS RADIANS. SEE APPENDIX ON ACTUATOR MODEL DEVELOPMENT.		FAG06740
	STF1=1.541D+02		FAG06750
	STF2=1.6122D+04		FAG06760
	STF3=4.9559D+05		FAG06770
	STF4=1.4691D+07		FAG06780
	STG1=2.1377D+03		FAG06790
	STG2=-3.0532D+05		FAG06800
	STG3=2.7277D+07		FAG06810
C	-----SET LEADING EDGE COEFFICIENTS -----		FAG06820
	LEF1=1.098D+02		FAG06830
	LEF2=2.230D+03		FAG06840
	LEG=2.230D+03		FAG06850
C	-----SET TRAILING EDGE COEFFICIENTS -----		FAG06860
	TEF1=4.97D+01		FAG06870
	TEF2=1.225D+03		FAG06880
	TEG=1.225D+03		FAG06890
C	-----SET AILERON COEFFICIENTS -----		FAG06900
	AE1=8.85D+01		FAG06910
	AE2=5.625D+03		FAG06920
	AG=5.625D+03		FAG06930
C	-----SET RUDDER COEFFICIENTS -----		FAG06940
	RE1=9.9498D+01		FAG06950
	RE2=5.1984D+03		FAG06960
	RG=5.1984D+03		FAG06970
C	----- ASSIGN COEFFICIENT VALUES TO ACTUATOR MATRICES -----		FAG06980
C	RIGHT AND LEFT STABILATOR -----		FAG06990
	FA(1,2)=1.0D+00		FAG07000
	FA(2,3)=1.0D+00		FAG07010
	FA(3,4)=1.0D+00		FAG07020
	FA(4,1)=-STF4		FAG07030
	FA(4,2)=-STF3		FAG07040
	FA(4,3)=-STF2		FAG07050
	FA(4,4)=-STF1		FAG07060
	FA(5,6)=1.0D+00		FAG07070
	FA(6,7)=1.0D+00		FAG07080
	FA(7,8)=1.0D+00		FAG07090
	FA(8,5)=-STF4		FAG07100
	FA(8,6)=-STF3		FAG07110
	FA(8,7)=-STF2		FAG07120
	FA(8,8)=-STF1		FAG07130
	GA(2,1)=STG1		FAG07140
	GA(3,1)=STG2		FAG07150
	GA(4,1)=STG3		FAG07160
	GA(4,2)=STG1		FAG07170
	GA(6,2)=STG2		FAG07180
	GA(7,2)=STG3		FAG07190
C	HA(1,1)=1.0D+00*1.745D-02		FAG07200

C	HA{1,1}=1. OD+00			FAG07210
	HA{2,5}=1. OD+00*1. 745D-02			FAG07220
	HA{2,5}=1. OD+00			FAG07230
C	-----	RIGHT AND LEFT LEADING EDGE FLAPS	-----	FAG07240
	FA{9,10}=1. OD+00			FAG07250
	FA{10,9}=-LEF2			FAG07260
	FA{10,10}=-LEF1			FAG07270
	FA{11,12}=1. OD+00			FAG07280
	FA{12,11}=-LEF2			FAG07290
	FA{12,12}=-LEF1			FAG07300
	GA{10,3}=LEG			FAG07310
	GA{12,4}=LEG			FAG07320
C	HA{3,9}=1. OD+00*1. 745D-02			FAG07330
	HA{3,9}=1. OD+00			FAG07340
C	HA{4,11}=1. OD+00*1. 745D-02			FAG07350
	HA{4,11}=1. OD+00			FAG07360
C	-----	RIGHT AND LEFT TRAILING EDGE FLAPS	-----	FAG07370
	FA{13,14}=1. OD+00			FAG07380
	FA{14,13}=-TEF2			FAG07390
	FA{14,14}=-TEF1			FAG07400
	FA{15,16}=1. OD+00			FAG07410
	FA{16,15}=-TEF2			FAG07420
	FA{16,16}=-TEF1			FAG07430
	GA{14,5}=TEG			FAG07440
	GA{16,6}=TEG			FAG07450
C	HA{5,13}=1. OD+00*1. 745D-02			FAG07460
	HA{5,13}=1. OD+00			FAG07470
C	HA{6,15}=1. OD+00*1. 745D-02			FAG07480
	HA{6,15}=1. OD+00			FAG07490
C	-----	RIGHT AND LEFT AILERONS	-----	FAG07500
	FA{17,18}=1. OD+00			FAG07510
	FA{18,17}=-AF2			FAG07520
	FA{18,18}=-AF1			FAG07530
	FA{19,20}=1. OD+00			FAG07540
	FA{20,19}=-AF2			FAG07550
	FA{20,20}=-AF1			FAG07560
	GA{18,7}=AG			FAG07570
	GA{20,8}=AG			FAG07580
C	HA{7,17}=1. OD+00*1. 745D-02			FAG07590
	HA{7,17}=1. OD+00			FAG07600
C	HA{8,19}=1. OD+00*1. 745D-02			FAG07610
	HA{8,19}=1. OD+00			FAG07620
C	-----	RIGHT AND LEFT RUDDERS	-----	FAG07630
	FA{21,22}=1. OD+00			FAG07640
	FA{22,21}=-RF2			FAG07650
	FA{22,22}=-RF1			FAG07660
	FA{23,24}=1. OD+00			FAG07670
	FA{24,23}=-RF2			FAG07680

```

FA( 24, 24)=-REF1
GA{ 22, 9 }=RG
GA{ 24, 10 }=RG
C
HA{ 9, 21 }=1. OD+00*1. 745D-02
HA{ 9, 21 }=1. OD+00
C
HA{ 16, 23 }=1. OD+00*1. 745D-02
HA{ 10, 23 }=1. OD+00
CALL OUTPUT{ FA, NEA{ 1 }, NEA{ 2 }, 'FA ' }
CALL OUTPUT{ GA, NGA{ 1 }, NGA{ 2 }, 'GA ' }
CALL OUTPUT{ HA, NHA{ 1 }, NHA{ 2 }, 'HA ' }
RETURN
END
C*****
C C SUBROUTINE SENSOR
C GENERATES THE SENSOR MATRICES
C INPUT FROM MAIN: NONE
C OUTPUT TO MAIN: 1} FS GS HS SENSOR DYNAMICS MATRICES
C 2} NFS, NGS, NHS ROW AND COLUMN VECTORS
C*****
C SUBROUTINE SENSOR(FS, GS, HS, NFS, NGS, NHS)
IMPLICIT REAL*8(A-H, O-Z)
DIMENSION FS(11, 11), GS(11, 6), HS(6, 11)
DIMENSION NFS(2), NGS(2), NHS(2)
NFS(1)=11
NFS(2)=11
NGS(1)=11
NGS(2)=6
NHS(1)=6
NHS(2)=11
CALL NULL{ FS, NFS }
CALL NULL{ GS, NGS }
CALL NULL{ HS, NHS }
C----- SET GYRO COEFFICIENTS -----
GYF1=6. 2949D+02
GYF2=7. 7471D+04
GYG1=5. 8824D+02
GYG2=-2. 9282D+05
C----- SET AOA SENSOR COEFFICIENTS -----
AOAF=-1. 4D+01
AOAG=1. 4D+01
C----- SET ACCELEROMETER COEFFICIENTS -----
ACELF1=7. 5898D+02
ACELF2=1. 5626D+05
ACELG1=6. 6269D+02
ACELG2=-3. 4671D+05
C----- ASSIGN COEFFICIENTS TO MATRICES -----
C----- PITCH RATE GYRO -----
FAG07690
FAG07700
FAG07710
FAG07720
FAG07730
FAG07740
FAG07750
FAG07760
FAG07770
FAG07780
FAG07790
FAG07800
FAG07810
FAG07820
FAG07830
FAG07840
FAG07850
FAG07860
FAG07870
FAG07880
FAG07890
FAG07900
FAG07910
FAG07920
FAG07930
FAG07940
FAG07950
FAG07960
FAG07970
FAG07980
FAG07990
FAG08000
FAG08010
FAG08020
FAG08030
FAG08040
FAG08050
FAG08060
FAG08070
FAG08080
FAG08090
FAG08100
FAG08110
FAG08120
FAG08130
FAG08140
FAG08150
FAG08160

```



```

C          2) FA GA HA ACTUATOR MATRICES
C          3} NEA NGA NHA ROW AND COLUMN VECTORS
C          1} FP GP HP AIRFRAME PLUS ACTUATOR MATRICES
C          2} NEP NGP NHP ROW AND COLUMN VECTORS
C*****
C          SUBROUTINE PLANT(FM,GM,DM,FA,GA,HA,FP,GP,HP,NEM,NGM,NHM,NDM,
C          *NEA,NGA,NHA,NEP,NGP,NHP)
C          IMPLICIT REAL*8(A-H,O-Z)
C
C          DIMENSION FM(8,8),GM(8,10),HM(6,8),DM(6,10)
C          DIMENSION NEM(2),NGM(2),NHM(2),NDM(2)
C
C          DIMENSION FA(24,24),GA(24,10),HA(10,24)
C          DIMENSION NEA(2),NGA(2),NHA(2)
C
C          DIMENSION FP(32,32),GP(32,10),HP(6,32)
C          DIMENSION NEP(2),NGP(2),NHP(2)
C
C          DIMENSION DUM1(1050),DUM2(1050),DUM3(1050)
C          DIMENSION NDUM1(2),NDUM2(2),NDUM3(2)
C          CALL MULT(GM,NGM,HA,NHA,DUM1,NDUM1)
C          NDUM2{1}=24
C          NDUM2{2}=8
C          CALL NULL(DUM2,NDUM2)
C          CALL JUXTC(FM,NEM,DUM1,NDUM1,DUM3,NDUM3)
C          CALL JUXTC(DUM2,NDUM2,FA,NEA,DUM1,NDUM1)
C          CALL JUXTR(DUM3,NDUM3,DUM1,NDUM1,FP,NEP)
C          NDUM1{1}=8
C          NDUM1{2}=10
C          CALL NULL(DUM1,NDUM1)
C          CALL JUXTR(DUM1,NDUM1,GA,NGA,GP,NGP)
C          CALL MULT(DM,NDM,HA,NHA,DUM1,NDUM1)
C          CALL JUXTC(HM,NHM,DUM1,NDUM1,HP,NHP)
C          CALL OUTPUT(FP,NEP{1},NEP{2},FP)
C          CALL OUTPUT(GP,NGP{1},NGP{2},GP)
C          CALL OUTPUT(HP,NHP{1},NHP{2},HP)
C          RETURN
C          END
C*****
C          SUBROUTINE ARCRET
C          COMPOSES THE MODIFIED AIRFRAME PLUS ACTUATOR PLUS SENSOR MATRICES
C          INPUT FROM MAIN: 1} FP,GP,HP AIRFRAME PLUS ACTUATOR MATRICES
C                          2} FS,GS,HS SENSOR MATRICES
C                          3} NEP,NGP,NHP ROW AND COLUMN VECTORS
C*****

```

```

C          NFS,NGS,NHS          AIRFRAME PLUS ACTUATOR PLUS SENSOR
C          FPS,GPS,HPS          MATRICIES
C          2) NFPS,NCPS,NHPS ROW AND COLUMN VECTORS
C*****
C      SUBROUTINE ARCRFT(FP,GP,HP,FS,GS,HS,FPS,GPS,HPS,NFP,NCP,NHP,NFS,
C      *NGS,NHS,NFPS,NCPS,NHPS)
C      IMPLICIT REAL*8(A-H,O-Z)
C
C      DIMENSION FP(32,32),GP(32,10),HP(6,32)
C      DIMENSION NFP(2),NGP(2),NHP(2)
C
C      DIMENSION FS(11,11),GS(11,6),HS(6,11)
C      DIMENSION NFS(2),NGS(2),NHS(2)
C
C      DIMENSION FPS(43,43),GPS(43,10),HPS(6,43)
C      DIMENSIONN FPS(2),NGFS(2),NHFS(2)
C
C      DIMENSION DUM1(1900),DUM2(1900),DUM3(1900)
C      DIMENSION NDUM1(2),NDUM2(2),NDUM3(2)
C      NDUM1{1}=32
C      NDUM1{2}=11
C      CALL NULL(DUM1,NDUM1)
C      CALL JUTC(FP,NFP,DUM1,NDUM1,DUM2,NDUM2)
C      CALL MULT(GS,NGS,HP,NHP,DUM3,NDUM3)
C      CALL JUTC(DUM3,NDUM3,FS,NFS,DUM1,NDUM1)
C      CALL JUXTR(DUM2,NDUM2,DUM1,NDUM1,FPS,NEFS)
C      NDUM1{1}=11
C      NDUM1{2}=10
C      CALL NULL(DUM1,NDUM1)
C      CALL JUXTR(GP,NGP,DUM1,NDUM1,GPS,NGPS)
C      NDUM1{1}=6
C      NDUM1{2}=32
C      CALL NULL(DUM1,NDUM1)
C      CALL JUTC(DUM1,NDUM1,HS,NHS,HPS,NHPS)
C      RETURN
C      END
C*****
C      SUBROUTINE LAWS
C      COMPOSES THE CONTROL LAW MATRICIES
C      INPUT FROM MAIN: 1) ALPHA STEADY STATE ANGLE OF ATTACK
C                      2) NZ STEADY STATE NORMAL ACCELERATION
C                      3) PSI,QC,RI AIR DATA (SEE SUBROUTINE AIRDAT)
C*****

```

```

C          COMPUTES:      4) TS      SAMPLING TIME IN SECONDS
C          1) FUNCTION VALUES
C          2) FILTER COEFFICIENTS
C          3) CONTROL LAW MATRIX COEFFICIENTS
C          OUTPUT TO MAIN: 1) AC,BFC,BC  CONTROL LAW MATRICIES
C          CC,DEC,DC
C          2) NAC,NBFC,NBC  ROW AND COL VECTORS
C          NCC,NBFC,NBC
C          *****
C          SUBROUTINE LAWS(ALPHA,NZ,PSI,QC,RI,TS,AC,BFC,BC,CC,DFC,DC,NAC,
C          *NBFC,NBC,NCC,NDEC,NDC)
C          IMPLICIT REAL*8(A-H,O-Z)
C          REAL*8  LIMIT,MIN,MACH,NZ,NZST1,NZST2,NZST3,NYR
C          DIMENSION AC(12,12),BFC(12,6),BC(12,3),CC(8,12),DFC(8,6),
C          *DC(8,3)
C          DIMENSION NAC(2),NBFC(2),NBC(2),NCC(2),NDEC(2),NDC(2) *****
C          *****
C          LONGITUDINAL FUNCTIONS *****
C          *****
C          F12T1=9.625D+00*(RI**2.0D+00)-(2.5D-02*RI)+1.0D+00
C          F12T2=PSI*7.969D-04+8.4D-01
C          F12T3=LIMIT(1.0D+00,8.0D+00,F12T2)
C          F12T4=LIMIT(1.0D+00,F12MAX,F12T1)
C          F12T5=LIMIT(5.0D-01,1.35D+00,RI)
C          F12T6=F12T5*((9.52D-03*PSI)+4.04D+00)+((3.96D-03*(-PSI))-1.18D+00)
C          F12T4=LIMIT(1.0D+00,8.0D+00,F12T6)
C          IF (RI.GT.5.0D-01) THEN
C             F12=F12T4
C          ELSE
C             F12=F12T3
C          END IF
C          *****
C          FUNCTION 20 -----
C          F20=7.0D+00
C          *****
C          FUNCTION 22 -----
C          F22=0.0167D+00*(LIMIT(0.800D+03,0.900D+03,QC)-0.800D+03)
C          *****
C          FUNCTION 24 -----
C          F24L1=2.2538D+01-2.051D+01*LIMIT(2.7D-01,6.6D-01,RI)
C          F24L2=3.276D+01-3.6D+01*LIMIT(6.6D-01,9.1D-01,RI)
C          IF (RI.GT.6.6D-01) THEN
C             F24L=F24L2
C          ELSE
C             F24L=F24L1
C          END IF
C          F24T5=1.48769D+01-7.6923D+00*LIMIT(2.7D-01,9.1D-01,RI)
C          F24T2=ALPHA-F24T5
C          F24T3=-2.0D+00*LIMIT(0.0D+00,3.0D+01,F24T2)

```



```

F24T1=LIMIT(0.0D+00,3.0D+01,ALPHA)
F24T4=1.4D+00*(F24T1+F24T3)
F24=LIMIT(0.0D+00,F24L,F24T4)
C-----
F25=4.7636D+01-5.106D-02*LIMIT(6.0D+02,8.35D+02,QC)
C-----
F27=1.328D+00*(ALPHA+7.8584D+00-1.786D+01*LIMIT(4.4D-01,6.3D-01
*,RI))
C-----
F28=4.4551D+01-4.058D-02*LIMIT(2.6D+02,9.5D+02,QC)
C-----
F29U=8.73825D+01-7.625D+01*LIMIT(7.0D-01,1.146D+00,RI)
C-----
F29L=0.0D+00
C-----
F32AT1=LIMIT(2.00D+02,2.00D+03,QC)
F32A=1.0D+02/F32AT1
C-----
PSKF=LIMIT(4.5D+02,2.0D+03,PSI)
F32BT1=RI-6.913D-01
RKF=LIMIT(-1.0D+00,4.0D-01,F32BT1)
F32BT2=-RKF*(1.3D-01+2.0D+02/PSKF)
FKFL=2.0D+00*(2.0D+02/PSKF)
F32BT3=RKF*4.0D+00
IF(RKF.LE.0.0D+00) THEN
    F32B=LIMIT(5.0D-02,1.0D+00,F32BT2)
ELSE
    F32B=LIMIT(5.0D-02,FKFL,F32BT3)
END IF
C-----
F37=0.25D+01-0.5D+00*LIMIT(0.3D+01,0.5D+01,NZ)
C-----
F40T1=3.25D+00-3.0D+00*LIMIT(7.5D-01,8.5D-01,RI)
F40T2=6.5625D-01-1.3125D-03*LIMIT(5.0D+02,8.0D+02,PSI)
F40T3=-2.6177D-01+9.635D-04*LIMIT(5.0D+02,1.8D+03,PSI)
PIO=LIMIT(0.0D+00,1.8D+03,PSI)
F40T4=QC-3.35D+02
F40T5=LIMIT(0.0D+00,1.05D+02,F40T4)
TEMP1=F40T5*(1.67247D-03-9.29152D-07*PIQ)
TEMP2=1.6923D-01-3.84615D-05*PIQ
F40T6=TEMP1+TEMP2
TEMP1=F40T5*(5.6746D-04+1.9841D-07*PIQ)
F40T7=TEMP1+TEMP2
TEMP1=4.75D-01-PIQ*6.5D-04
TEMP2=F40T5*(1.5238D-03-1.71428D-06*PIQ)
F40T8=TEMP1+TEMP2
F40T9=F40T3+F40T2*LIMIT(7.5D-01,8.5D-01,RI)
IF (PIQ.LE.5.0D+02) THEN

```

```

FAG10090
FAG10100
FAG10110
FAG10120
FAG10130
FAG10140
FAG10150
FAG10160
FAG10170
FAG10180
FAG10190
FAG10200
FAG10210
FAG10220
FAG10230
FAG10240
FAG10250
FAG10260
FAG10270
FAG10280
FAG10290
FAG10300
FAG10310
FAG10320
FAG10330
FAG10340
FAG10350
FAG10360
FAG10370
FAG10380
FAG10390
FAG10400
FAG10410
FAG10420
FAG10430
FAG10440
FAG10450
FAG10460
FAG10470
FAG10480
FAG10490
FAG10500
FAG10510
FAG10520
FAG10530
FAG10540
FAG10550
FAG10560

```

```

F40=F40T8
ELSE IF (PIQ.GT.9.8D+02.AND.RI.GE.7.5D-01) THEN
F40=F40T1*F40T6
ELSE IF (PIQ.GT.9.8D+02.AND.RI.LT.7.5D-01) THEN
F40=F40T6
ELSE IF (OC.GE.4.4D+02.AND.RI.GE.7.5D-01) THEN
F40=F40T9
ELSE
F40=F40T7
END IF
C-----
F68=-2.9773D-03*(LIMIT(0.260D+03,0.480D+03,QC)-0.480D+03)
C*****
C*****
C*****
C*****
C*****
C*****
F1=3.22D+00
C-----
F4T1=3.6D-01-1.2D-03*QC
PSF4=LIMIT(2.0D+02,1.0D+03,PSI)
F4T3=2.0D-01-PSF4*3.0D-04
F4T4=1.0D-01-PSF4*1.0D-04
IF (PSF4.LE.5.0D+02) THEN
FLF4=F4T3
ELSE
FLF4=F4T4
END IF
F4=LIMIT(FLF4,3.0D-01,F4T1)
C-----
F7T1=3.75D+00+5.0D-02*LIMIT(1.25D+02,2.5D+01,QC)
F7T2=QC-3.25D+02
F7T3=PSI-6.28D+02
F7T4=1.00D+01+LIMIT(-3.25D+02,3.25D+02,F7T2)
**LIMIT(-3.86D+02,0.0D+00,F7T3)*2.71D-05
IF (OC.LE.3.25D+02) THEN
F7=F7T1
ELSE
F7=F7T4
END IF
C-----
PSL=LIMIT(2.0D+02,2.116D+03,PSI)
F13L=(4.45D+02+LIMIT(2.42D+02,6.28D+02,PSL))*2.39D-04
FLL=1.3D-01
IF (PSL.LE.8.0D+02) THEN
A=5.4D-02+3.59D-04*PSL
B=-1.745D-01-8.4D-05*PSL
ELSE
A=1.22D-03*PSL-6.37D-01

```

```

FAG10570
FAG10580
FAG10590
FAG10600
FAG10610
FAG10620
FAG10630
FAG10640
FAG10650
FAG10660
FAG10670
FAG10680
FAG10690
FAG10700
FAG10710
FAG10720
FAG10730
FAG10740
FAG10750
FAG10760
FAG10770
FAG10780
FAG10790
FAG10800
FAG10810
FAG10820
FAG10830
FAG10840
FAG10850
FAG10860
FAG10870
FAG10880
FAG10890
FAG10900
FAG10910
FAG10920
FAG10930
FAG10940
FAG10950
FAG10960
FAG10970
FAG10980
FAG10990
FAG11000
FAG11010
FAG11020
FAG11030
FAG11040

```



```

B=1.92D-01-5.42D-04*PSL
END IF
C=1.52D-01+5.34D-05*PSL
D=LIMIT(0.0D+00,2.8D+00,RI)
F13T1=C+(D*(B+(A*D)))
F13=LIMIT(F11,F13L,F13T1)
C-----FUNCTION 31-----
F31T1=6.538D-05*LIMIT(0.0D+00,2.116D+03,PSI)
F31T2=1.449D+00-LIMIT(1.455D+03,2.116D+03,PSI)*5.1D-04
IF(RI.LE.7.17D-01) THEN
  F31T3=F31T2
ELSE
  F31T3=1.12D-01
END IF
F31T4=RI-7.17D-01
F31T5=LIMIT(-7.17D-01,6.62D-01,F31T4)*F31T3
F31T6=2.247D-01-F31T1-F31T5
F31=LIMIT(0.0D+00,1.6D-01,F31T6)
C-----FUNCTION 34-----
F34T1=1.5D+00-2.0D-01*DABS(ALPHA-2.5D+00)
F34=LIMIT(0.0D+00,1.0D+00,F34T1)
C-----FUNCTION 6-----
RV11=F34*F31
F6T1=PSI*1.04D-04+2.2D-01*LIMIT(0.0D+00,1.12D+00,RI)
F6T2=LIMIT(0.0D+00,4.31D-01,F6T1)-RV11*2.5D-01
F6=5.11D-01-LIMIT(3.11D-01,1.0D+04,F6T2)
C-----FUNCTION 35-----
F35T1=9.55D-01-ALPHA*3.25D-02
F35T2=5.0D-01+ALPHA*4.221D-02
IF(ALPHA.LE.6.0D+00) THEN
  F35T3=F35T2
ELSE
  F35T3=F35T1
END IF
F35=2.0*LIMIT(1.75D-01,5.0D-01,F35T3)
C-----FUNCTION 36-----
F36T1=LIMIT(0.0D+00,8.0D-01,RI)+PSI*1.69D-04-7.88D-01
F36T2=7.46D-03*(4.4D+02-LIMIT(4.4D+02,6.4D+02,PSI))
OR=9.5D+02+LIMIT(7.0D-01,1.9D+00,RI)*5.4D+02
F36T3=OR-OC
GR=LIMIT(0.0D+00,2.0D+02,F36T3)*5.0D-03
F36T4=1.0D+00+F36T1*F36T2
GH=LIMIT(0.0D+00,1.0D+00,F36T4)
F36=MIN(GH,GR)
C-----FUNCTION 39-----
F39=LIMIT(1.3D+01,2.5D+01,ALPHA)*8.333D-02-1.08329D+00
C-----FUNCTION 41-----
F41T1=LIMIT(8.0D+00,2.2D+01,ALPHA)-8.0D+00

```

```

FAG11050
FAG11060
FAG11070
FAG11080
FAG11090
FAG11100
FAG11110
FAG11120
FAG11130
FAG11140
FAG11150
FAG11160
FAG11170
FAG11180
FAG11190
FAG11200
FAG11210
FAG11220
FAG11230
FAG11240
FAG11250
FAG11260
FAG11270
FAG11280
FAG11290
FAG11300
FAG11310
FAG11320
FAG11330
FAG11340
FAG11350
FAG11360
FAG11370
FAG11380
FAG11390
FAG11400
FAG11410
FAG11420
FAG11430
FAG11440
FAG11450
FAG11460
FAG11470
FAG11480
FAG11490
FAG11500
FAG11510
FAG11520

```


FAG12010
FAG12020
FAG12030
FAG12040
FAG12050
FAG12060
FAG12070
FAG12080
FAG12090
FAG12100
FAG12110
FAG12120
FAG12130
FAG12140
FAG12150
FAG12160
FAG12170
FAG12180
FAG12190
FAG12200
FAG12210
FAG12220
FAG12230
FAG12240
FAG12250
FAG12260
FAG12270
FAG12280
FAG12290
FAG12300
FAG12310
FAG12320
FAG12330
FAG12340
FAG12350
FAG12360
FAG12370
FAG12380
FAG12390
FAG12400
FAG12410
FAG12420
FAG12430
FAG12440
FAG12450
FAG12460
FAG12470
FAG12480

```

ELSE
FS1=-2.4306D-01*FSRI+3.967D-02
AOAM=-1.0D+01
AOAB=-4.5D-01
END IF
IF (RI.LE.3.34D-01) THEN
  FLL=-9.8D-01
ELSE
  FLL=-1.2D+00
END IF
F38T1=LIMIT(-5.0D+00,2.5D+01,ALPHA)
F38T2=LIMIT(-5.0D+00,2.04D+01,ALPHA)
IF (RI.LE.3.34D-01) THEN
  F38T3=F38T1
ELSE
  F38T3=F38T2
END IF
F38T4=(FS1*(F38T3+AOAM))+AOAB
F38T5=LIMIT(FLL,1.0D+01,F38T4)
F38T6=4.8D-02-F38T1*4.98D-02
F38T7=F38T1-3.9D+00+1.0D-02*LIMIT(2.4D+02,3.09D+02,PSI)
F38T8=LIMIT(0.0D+00,2.5D+00,F38T7)-2.5D+00
F38T9=RI-7.2D-01
F38T10=1.68D-02*LIMIT(0.0D+00,2.08D+00,F38T9)
F38T11=F38T6+F38T8*F38T10
IF (ALPHA.LE.1.0D+01) THEN
  F38=F38T11
ELSE
  F38=F38T5
END IF
C----- FUNCTION 42 -----
F42=7.61D-01
C----- FUNCTION 45 -----
F45T1=(LIMIT(5.0D+02,1.0D+03,QC)-5.0D+02)*1.0D-03
F45T2=1.2121D-03*LIMIT(6.25D+02,1.45D+03,PSI)-7.5758D-01
F45=1.0D+00-F45T1*F45T2
C----- FUNCTION 90 -----
F90T1=6.28D+02-PSI
F90T2=RI-7.2D-01
F90=1.65D+01+2.0551D-02*(LIMIT(0.0D+00,3.86D+02,F90T1)
**LIMIT(0.0D+00,2.08D+00,F90T2))
C----- FUNCTION 96 -----
F96T1=1.54D+00-4.4D-03*LIMIT(0.0D+00,1.68D+02,QC)
F96T2=3.6D-01+QC*8.8D-04
IF (QC.LE.5.0D+02) THEN
  F96T3=F96T1
ELSE
  F96T3=F96T2

```



```

C----- PITCH RATE TO COLLECTIVE STABILATOR COEFFICIENTS -----
T1=F68*F32A*F12
T2=F68*F32A+F40
B0=T1*P9N1*P2N2+T2*P2N1
B1=T1*(P9N1*P2N2+P9N2*P2N1)+T2*(P2N2-P2N1*P9D)
B2=T1*P9N2*P2N2-T2*P2N2*P9D
QST3 = B0
QST1={B0*P9D**2.0+B1*P9D+B2}/{(P9D-P2D)}
QST2={B0*P2D**2.0+B1*P2D+B2}/{(P2D-P9D)}
C----- NORMAL ACCELERATION TO COLLECTIVE STABILATOR COEFFICIENTS ----
T1=3.5D+00*F12*F32A
T2=3.5D+00*F32A
B0=T1*P5N1*P9N1+T2*P5N1
B1=T1*(P9N1*P5N2+P9N2*P5N1)+T2*(P5N2-P5N1*P9D)
B2=T1*P9N2*P5N2-T2*P5N2*P9D
NZST3=-B0
NZST1=-{B0*P9D**2.0+B1*P9D+B2}/{(P9D-P5D)}
NZST2=-{B0*P5D**2.0+B1*P5D+B2}/{(P5D-P9D)}
C
NZST3 = 0.0D+00
NZST1 = 0.0D+00
NZST2 = 0.0D+00
C----- PITCH STICK TO COLLECTIVE STABILATOR COEFFICIENTS -----
T1=F20*F32A*F12
T2=F20*F32A
B0=T1*P9N1+T2
B1=T1*P9N2-T2*P9D
PXST2=B0
PXST1=B0*P9D+B1
C----- ANGLE OF ATTACK TO LEADING EDGE FLAP COEFFICIENTS -----
B0=1.3281D+00*P11N1
B1=1.3281D+00*P11N2
AALE2=B0
AALE1=B0*P11D+B1
C----- ANGLE OF ATTACK TO TRAILING EDGE FLAP COEFFICIENTS -----
B0=1.405D+00*P12N1
B1=1.405D+00*P12N2
AAE2=B0
AAE1=B0*P12D+B1
C*****
C***** COMPUTE LATERAL CONTROL SYSTEM COEFFICIENTS *****
C*****
RK6T=LIMIT(0.0D+00 5.0D-01,1.2D-01-F4)
RV7=MIN(F6*F35 F6-f101)
C----- ROLL RATE TO DIFFERENTIAL STABILATOR COEFFICIENT -----
RRST=RV7*(F4+RK6T)
C
RRST = 0.0D+00
C----- LATERAL STICK TO DIFFERENTIAL STABILATOR COEFFICIENT
PYST=RV7*F1*F7*(F13+F4)
FAG12970
FAG12980
FAG12990
FAG13000
FAG13010
FAG13020
FAG13030
FAG13040
FAG13050
FAG13060
FAG13070
FAG13080
FAG13090
FAG13100
FAG13110
FAG13120
FAG13130
FAG13140
FAG13150
FAG13160
FAG13170
FAG13180
FAG13190
FAG13200
FAG13210
FAG13220
FAG13230
FAG13240
FAG13250
FAG13260
FAG13270
FAG13280
FAG13290
FAG13300
FAG13310
FAG13320
FAG13330
FAG13340
FAG13350
FAG13360
FAG13370
FAG13380
FAG13390
FAG13400
FAG13410
FAG13420
FAG13430
FAG13440

```

```

C----- RUDDER TO DIFFERENTIAL STABILATOR COEFFICIENT ----- FAG13450
PZST=RV7*F14*F39*1.33D+00 FAG13460
C----- ROLL RATE TO DIFFERENTIAL LEADING EDGE COEFFICIENT ----- FAG13470
RRLE=F93*(F4+RK6T) FAG13480
C----- RRLE = 0. OD+00 FAG13490
C----- LATERAL STICK TO DIFFERENTIAL LEADING EDGE COEFFICIENT FAG13500
PYLE=F93*F1*F7*(F13+F4) FAG13510
C----- ROLL RATE TO DIFFERENTIAL TRAILING EDGE COEFFICIENT ----- FAG13520
RRTE=F31*F34*(F4+RK6T) FAG13530
C----- RRTE = 0. OD+00 FAG13540
C----- LATERAL STICK TO DIFFERENTIAL TRAILING EDGE COEFFICIENT FAG13550
PYTE=F31*F34*F1*F7*(F13+F4) FAG13560
C----- ROLL RATE TO AILERON COEFFICIENT ----- FAG13570
RRA=F35*F36*5. OD-01*(F4+RK6T) FAG13580
C----- RRA = 0. OD+00 FAG13590
C----- LATERAL STICK TO AILERON COEFFICIENT ----- FAG13600
PYA=F35*F36*5. OD-01*F1*F7*(F13+F4) FAG13610
C----- RUDDER TO AILERON COEFFICIENT ----- FAG13620
PZA=F35*F36*5. OD-01*F14*F39*1.33D+00 FAG13630
C***** FAG13640
C***** COMPUTE DIRECTIONAL SYSTEM COEFFICIENTS ***** FAG13650
C***** FAG13660
C***** YAW RATE TO RUDDER COEFFICIENTS ----- FAG13670
T1=F45*F96*DCOS(ALPHA) FAG13680
BO=T1*Y3N1 FAG13690
B1=T1*Y3N2 FAG13700
YRR2=BO FAG13710
YRR2 = 0. OD+00 FAG13720
YRR1=BO*Y3D+B1 FAG13730
YRR1 = 0. OD+00 FAG13740
C----- LATERAL ACCELERATION TO RUDDER COEFFICIENT----- FAG13750
NRR=F45*F90 FAG13760
NRR = 0. OD+00 FAG13770
C----- ROLL RATE TO RUDDER COEFFICIENTS----- FAG13780
T1=F45*F96*DSIN(ALPHA) FAG13790
T2=F45*F38*F30*F42*(2. OD+00*RRR+2. OD+00*RRST) FAG13800
BO=T1*Y3N1+T2*Y5N1 FAG13810
B1=T1*(Y3N2-Y3N1*Y5D)+T2*(Y5N2-Y5N1*Y3D) FAG13820
B2=-1. OD+00*(T1*Y3N2*Y5D+T2*Y5N2*Y3D) FAG13830
NRR3=BO FAG13840
NRR1=(BO*Y3D**2. OD+B1*Y3D+B2)/{Y3D-Y5D} FAG13850
NRR2=(BO*Y5D**2. OD+B1*Y5D+B2)/{Y5D-Y3D} FAG13860
NRR3 = 0. OD+00 FAG13870
NRR1 = 0. OD+00 FAG13880
NRR2 = 0. OD+00 FAG13890
C----- LATERAL STICK TO RUDDER COEFFICIENTS----- FAG13900
T1=F45*F38*F30*F42*(2. OD+00*PYA+2. OD+00*PYST) FAG13910
BO=T1*Y5N1 FAG13920

```



```

B1=T1*Y5N2
PYR2=B0
PYR1=B0*Y5D+B1
C----- RUDDER TO RUDDER COEFFICIENTS-----
T1=F45*F38*F30*F42*(2.0D+00*PZA+2.0D+00*PZST)
T2=F45*F14*(5.0D-01-(F17*F114))
B0=T1*Y5N1-T2
B1=T1*Y5N2+T2*Y5D
PZR2=B0
PZR1=B0*Y5D+B1
C*****
C***** OUTPUT FUNCTION VALUES AND COEFFICIENTS *****
C*****
WRITE(2,10)
WRITE(2,20)
*F40 F68
WRITE(2,30)
WRITE(2,40)
WRITE(2,50)
*P11N2,P11D,P12N2,P12D,Y3N1,Y3N2,Y3D,Y5N1,Y5N2,Y5D
WRITE(2,60)
WRITE(2,70)
*AALE2,AALE1,AALE2
WRITE(2,80)
WRITE(2,90)
YRR1,YRR2,NYR,RRR1,RRR2,RRR3,PYR1,PYR2,PZR1,PZR2
10 FORMAT(//2X,'LONGITUDINAL FUNCTION VALUES',
20 //1X,'F012=',D10.4,1X,'F020=',D10.4,1X,'F022=',D10.4,
//1X,'F024=',D10.4,1X,'F025=',D10.4,1X,'F027=',D10.4,
//1X,'F028=',D10.4,1X,'F29U=',D10.4,1X,'F29L=',D10.4,
//1X,'F32A=',D10.4,1X,'F32B=',D10.4,1X,'F037=',D10.4,
//1X,'F040=',D10.4,1X,'F068=',D10.4,1X,'F037=',D10.4,
30 FORMAT(//2X,'LATERAL FUNCTION VALUES',
//1X,'F001=',D10.4,1X,'F004=',D10.4,1X,'F006=',D10.4,
//1X,'F007=',D10.4,1X,'F013=',D10.4,1X,'F031=',D10.4,
//1X,'F034=',D10.4,1X,'F035=',D10.4,1X,'F036=',D10.4,
//1X,'F039=',D10.4,1X,'F041=',D10.4,1X,'F093=',D10.4,
//1X,'F101=',D10.4,1X,'F093=',D10.4,1X,'F093=',D10.4,
40 FORMAT(//2X,'DIRECTIONAL FUNCTION VALUES',
//1X,'F010=',D10.4,1X,'F014=',D10.4,1X,'F017=',D10.4,
//1X,'F030=',D10.4,1X,'F038=',D10.4,1X,'F042=',D10.4,
//1X,'F045=',D10.4,1X,'F090=',D10.4,1X,'F096=',D10.4,
//1X,'F112=',D10.4,1X,'F113=',D10.4,1X,'F114=',D10.4,
50 FORMAT(//2X,'LATER COEFFICIENTS',
//1X,'P2N1=',D10.4,1X,'P2N2=',D10.4,1X,'P2D',D10.4,
//1X,'P5N1=',D10.4,1X,'P5N2=',D10.4,1X,'P5D',D10.4,
//1X,'P9N1=',D10.4,1X,'P9N2=',D10.4,1X,'P9D',D10.4,
//1X,'P11N1=',D10.4,1X,'P11N2=',D10.4,1X,'P11D',D10.4,

```


AC{ 8, 8 }=Y3D					FAG14890
AC{ 9, 9 }=Y3D					FAG14900
AC{ 16, 10 }=Y5D					FAG14910
AC{ 11, 11 }=Y5D					FAG14920
AC{ 12, 12 }=Y5D					FAG14930
C-----					FAG14940
BFC{ 1, 1 }=1. OD+00		AFC MATRIX			FAG14950
BFC{ 2, 1 }=1. OD+00					FAG14960
BFC{ 3, 2 }=1. OD+00					FAG14970
BFC{ 4, 2 }=1. OD+00					FAG14980
BFC{ 6, 3 }=1. OD+00					FAG14990
BFC{ 7, 3 }=1. OD+00					FAG15000
BFC{ 8, 4 }=1. OD+00					FAG15010
BFC{ 9, 5 }=1. OD+00					FAG15020
BFC{ 16, 5 }=1. OD+00					FAG15030
C-----					FAG15040
BC{ 5, 1 }=1. OD+00		BC MATRIX			FAG15050
BC{ 11, 2 }=1. OD+00					FAG15060
BC{ 12, 3 }=1. OD+00					FAG15070
C-----					FAG15080
CC{ 1, 1 }=OST1		CC MATRIX			FAG15090
CC{ 1, 2 }=OST2					FAG15100
CC{ 1, 3 }=NZST1					FAG15110
CC{ 1, 4 }=NZST2					FAG15120
CC{ 1, 5 }=-FXST1					FAG15130
CC{ 2, 6 }=AALE1					FAG15140
CC{ 3, 7 }=AATE1					FAG15150
CC{ 8, 8 }=-YRR1					FAG15160
CC{ 8, 9 }=RRR1					FAG15170
CC{ 8, 10 }=RRR2					FAG15180
CC{ 8, 11 }=PYR1					FAG15190
CC{ 8, 12 }=PZR1					FAG15200
C-----					FAG15210
DEC{ 1, 1 }=OST3		CFC MATRIX			FAG15220
DEC{ 1, 2 }=NZST3					FAG15230
DEC{ 2, 3 }=AALE2					FAG15240
DEC{ 3, 3 }=AATE2					FAG15250
DEC{ 4, 5 }=-RRST					FAG15260
DEC{ 5, 5 }=-RRLE					FAG15270
DEC{ 6, 5 }=-RRTE					FAG15280
DEC{ 7, 5 }=-RRA					FAG15290
DEC{ 8, 4 }=-YRR2					FAG15300
DEC{ 8, 5 }=RRR3					FAG15310
DEC{ 8, 6 }=NYR					FAG15320
C-----					FAG15330
DC{ 1, 1 }=-PXST2		DC MATRIX			FAG15340
DC{ 4, 2 }=PYST					FAG15350
DC{ 4, 3 }=PZST					FAG15360

```

DC(5,2)=PYLE
DC(6,2)=PYTE
DC(7,2)=PYA
DC(7,3)=PZA
DC(8,2)=PYR2
DC(8,3)=PZR2
CALL OUTPUT(AC,NAC(1),NAC(2),'AC','BFC')
CALL OUTPUT(BFC,NBFC(1),NBFC(2),'BC','')
CALL OUTPUT(CC,NCC(1),NCC(2),'CC','')
CALL OUTPUT(DFC,NDFC(1),NDFC(2),'DFC','')
CALL OUTPUT(DC,DC(1),DC(2),'DC','')
RETURN
END
C*****
SUBROUTINE VGAIN
  COMPOSES THE VARIABLE GAIN MATRIX
INPUT FROM MAIN: 1) IFAIL FAILURE FLAG SET TO 1 FOR FAILURE
                  2) IFIX GAIN MATRIX FLAG SET TO 1 TO COMPUTE
                     IMPAIRED GAIN MATRIX
                  2) GM IMPAIRED AIRFRAME CONTROL INPUT MATRIX
                  3) GMO UNIMPAIRED AIRFRAME CONTROL INPUT MATRIX
                  4) NGM,NGMO ROW AND COLUMN VECTORS
OUTPUT TO MAIN: 1) GAIN GAIN MATRIX
                 2) NGAIN ROW AND COLUMN VECTOR
C*****
SUBROUTINE VGAIN(IFAIL,IFIX,GM,GMO,GAIN,NGM,NGMO,NGAIN)
  IMPLICIT REAL*8(A-H,O-Z)
  DIMENSION GM(8,10),GMO(8,10),GAIN(10,8),
*GMINV(10,10),GAINI(10,8),GMT(10,8)
  DIMENSION NGM(2),NGMO(2),NGAIN(2),NGMINV(2),NGAINI(2),
*NGMT(2)
C*****
SUBROUTINE VGAIN(IFAIL,IFIX,GM,GMO,GAIN,NGM,NGMO,NGAIN)
  IMPLICIT REAL*8(A-H,O-Z)
  DIMENSION GM(8,10),GMO(8,10),GAIN(10,8),
*GMINV(10,10),GAINI(10,8),GMT(10,8)
  DIMENSION NGM(2),NGMO(2),NGAIN(2),NGMINV(2),NGAINI(2),
*NGMT(2)
C*****
DIMENSION DUM1(100),DUM2(100),DUM3(100),DUM4(100),DUM5(100)
DIMENSION DUM6(100)
DIMENSION NDUM1(2),NDUM2(2),NDUM3(2),NDUM4(2),NDUM5(2),NDUM6(2)
DIMENSION AUTH(10,10),NAUTH(2),WA(30)
C----- GENERATE THE UNIMPAIRED GAIN MATRIX 'GAINO' -----
RTD = 1.745D-02
NGAINO(1)=10
NGAINO(2)=8
NAUTH(1)=10
NAUTH(2)=10
NGMINV(1)=10
NGMINV(2)=10
CALL NULL(GAINO,NGAINO)

```



```

CALL NULL(AUTH, NAUTH)
GAINO(1,1)=1.0D+00
GAINO(2,1)=1.0D+00
GAINO(3,2)=1.0D+00
GAINO(4,2)=1.0D+00
GAINO(5,3)=1.0D+00
GAINO(6,3)=1.0D+00
GAINO(1,4)=-1.0D+00
GAINO(2,4)=1.0D+00
GAINO(3,5)=1.0D+00
GAINO(4,5)=-1.0D+00
GAINO(5,6)=-1.0D+00
GAINO(6,6)=1.0D+00
GAINO(7,7)=-1.0D+00
GAINO(8,7)=1.0D+00
GAINO(9,8)=1.0D+00
GAINO(10,8)=1.0D+00
AUTH(1,1)=10.5D+00*RTD
AUTH(2,1)=AUTH(1,1)
AUTH(3,3)=3.D+00*RTD
AUTH(4,4)=AUTH(3,3)
AUTH(5,5)=30.D+00*RTD
AUTH(6,6)=AUTH(5,5)
AUTH(7,7)=25.D+00*RTD
AUTH(8,8)=AUTH(7,7)
AUTH(9,9)=30.D+00*RTD
AUTH(10,10)=AUTH(9,9)
SCALE GMO TO SIMILAR UNITS AS GM
DO 10 I = 1,8
DO 20 J = 1,10
GMO(I,J) = GMO(I,J)*RTD
CONTINUE
CONTINUE
C CHECK FAILURE AND FIX FLAGS, COMPUTE IMPAIRED GAIN MATRIX IF POSITIVE
IF (IFAIL.EQ.1.AND.IFIX.EQ.1) THEN
  COMPUTE GENERALIZED INVERSE OF GM
  CALL TRAMP(GM,NGM,GMT,NGMT)
  CALL MULT(GM,NGM,GMT,NGMT,DUM1,NDUM1)
  CALL MINV(64,DUM1,8,D,DUM2,DUM3)
  CALL MULT(GMT,NGMT,DUM1,NDUM1,GMINV,NGMINV)
  CALL OUTPUT(GMINV,NGMINV(1),NGMINV(2),'GMIN')
  COMPUTE IMPAIRED GAIN MATRIX GAINI
  CALL MULT(GMINV,NGMINV,GMO,NGMO,DUM1,NDUM1)
  CALL MULT(DUM1,NDUM1,GAINO,NGAINO,DUM1,NDUM1)
  CALL MULT(GM,NGM,AUTH,NAUTH,DUM1,NDUM1)
  CALL TRAMP(DUM1,NDUM1,DUM2,NDUM2)
  CALL MULT(DUM2,NDUM2,DUM1,NDUM1,DUM3,NDUM3)
  CALL LINV2F(DUM3,NDUM3(1),NDUM3(1),GMINV,1,WA,IER)

```

```

FAG15850
FAG15860
FAG15870
FAG15880
FAG15890
FAG15900
FAG15910
FAG15920
FAG15930
FAG15940
FAG15950
FAG15960
FAG15970
FAG15980
FAG15990
FAG16000
FAG16010
FAG16020
FAG16030
FAG16040
FAG16050
FAG16060
FAG16070
FAG16080
FAG16090
FAG16100
FAG16110
FAG16120
FAG16130
FAG16140
FAG16150
FAG16160
FAG16170
FAG16180
FAG16190
FAG16200
FAG16210
FAG16220
FAG16230
FAG16240
FAG16250
FAG16260
FAG16270
FAG16280
FAG16290
FAG16300
FAG16310
FAG16320

```

```

      CALL MULT(GMINV,NGMINV,DUM2,NDUM2,DUM6,NDUM6)
      CALL MULT(AUTH,NAUTH,DUM6,NDUM6,DUM4,NDUM4)
      CALL MULT(DUM4,NDUM4,GMO,NGMO,DUM5,NDUM5)
      CALL MULT(DUM5,NDUM5,GAINO,NGAINO,GAINI,NGAINI)
      CALL EQUATE(GAINI,NGAINI,GAIN,NGAIN)
      WRITE(6,85)
      FORMAT(/1X,'CALCULATED IMPAIRED MATRIX VIA G.E. LOGIC FOLLOWS')
85    WRITE(6,90)((GAINI(I,J),J=1,8),I=1,10)
90    FORMAT(1X,10(E8.1,1X))
      ELSE
      CALL EQUATE(GAINO,NGAINO,GAIN,NGAIN)
      END IF
C
      CALL OUTPUT(GAIN,NGAIN(1),NGAIN(2),'GAIN')
      RETURN
      END
C*****
C*****
C*****
C*****
      FUNCTION LIMIT
      FUNCTION LIMIT(X,Y,Z)
      REAL*8 X,Y,Z,LIMIT
      IF (Z.GE.Y) THEN
        LIMIT=Y
      ELSE IF (Z.LE.X) THEN
        LIMIT=X
      ELSE
        LIMIT=Z
      END IF
      RETURN
      END
C*****
C*****
C*****
C*****
      FUNCTION MIN
      FUNCTION MIN(X,Y)
      REAL*8 MIN,X,Y
      IF (X.LT.Y) THEN
        MIN=X
      ELSE
        MIN=Y
      END IF
      RETURN
      END
C*****
C*****
C*****
C*****

```



```

C
C
C*****
SUBROUTINE OUTPUT
IMPLICIT REAL*8(A-H,O-Z)
DIMENSION A(NROW,NCOL)
CHARACTER*4 NAME
WRITE(2,555) NAME
IF (NCOL.EQ.3) THEN
  CALL COLM(1,3)
  DO 53 I=1,NROW
    WRITE(2,3) I,(A(I,J),J=1,3)
53
  ELSE IF (NCOL.EQ.4) THEN
    CALL COLM(1,4)
    DO 54 I=1,NROW
      WRITE(2,4) I,(A(I,J),J=1,4)
54
  ELSE IF (NCOL.EQ.5) THEN
    CALL COLM(1,5)
    DO 55 I=1,NROW
      WRITE(2,5) I,(A(I,J),J=1,5)
55
  ELSE IF (NCOL.EQ.6) THEN
    CALL COLM(1,6)
    DO 56 I=1,NROW
      WRITE(2,6) I,(A(I,J),J=1,6)
56
  ELSE IF (NCOL.EQ.7) THEN
    CALL COLM(1,7)
    DO 57 I=1,NROW
      WRITE(2,7) I,(A(I,J),J=1,7)
57
  ELSE IF (NCOL.EQ.8) THEN
    CALL COLM(1,7)
    DO 58 I=1,NROW
      WRITE(2,7) I,(A(I,J),J=1,7)
58
    CALL COLM(8,8)
    DO 30 I=1,NROW
      WRITE(2,1) I,(A(I,J),J=8,8)
30
  ELSE IF (NCOL.EQ.10) THEN
    CALL COLM(1,7)
    DO 60 I=1,NROW
      WRITE(2,7) I,(A(I,J),J=1,7)
60
    CALL COLM(8,10)
    DO 41 I=1,NROW

```

```

FAG16810
FAG16820
FAG16830
FAG16840
FAG16850
FAG16860
FAG16870
FAG16880
FAG16890
FAG16900
FAG16910
FAG16920
FAG16930
FAG16940
FAG16950
FAG16960
FAG16970
FAG16980
FAG16990
FAG17000
FAG17010
FAG17020
FAG17030
FAG17040
FAG17050
FAG17060
FAG17070
FAG17080
FAG17090
FAG17100
FAG17110
FAG17120
FAG17130
FAG17140
FAG17150
FAG17160
FAG17170
FAG17180
FAG17190
FAG17200
FAG17210
FAG17220
FAG17230
FAG17240
FAG17250
FAG17260
FAG17270
FAG17280

```

41	WRITE(2,4) I,(A(I,J),J=8,10)	FAG17290
	ELSE IF (NCOL.EQ.11) THEN	FAG17300
	CALL COLM(1,7)	FAG17310
	DO 61 I=1,NROW	FAG17320
61	WRITE(2,7) I,(A(I,J),J=1,7)	FAG17330
	CALL COLM(8,11)	FAG17340
	DO 42 I=1,NROW	FAG17350
42	WRITE(2,4) I,(A(I,J),J=8,11)	FAG17360
	ELSE IF (NCOL.EQ.12) THEN	FAG17370
	CALL COLM(1,7)	FAG17380
	DO 62 I=1,NROW	FAG17390
62	WRITE(2,7) I,(A(I,J),J=1,7)	FAG17400
	CALL COLM(8,12)	FAG17410
	DO 43 I=1,NROW	FAG17420
43	WRITE(2,5) I,(A(I,J),J=8,12)	FAG17430
	ELSE IF (NCOL.EQ.14) THEN	FAG17440
	CALL COLM(1,7)	FAG17450
	DO 64 I=1,NROW	FAG17460
64	WRITE(2,7) I,(A(I,J),J=1,7)	FAG17470
	CALL COLM(8,14)	FAG17480
	DO 65 I=1,NROW	FAG17490
65	WRITE(2,7) I,(A(I,J),J=8,14)	FAG17500
	ELSE IF (NCOL.EQ.18) THEN	FAG17510
	CALL COLM(1,7)	FAG17520
	DO 68 I=1,NROW	FAG17530
68	WRITE(2,7) I,(A(I,J),J=1,7)	FAG17540
	CALL COLM(8,14)	FAG17550
	DO 69 I=1,NROW	FAG17560
69	WRITE(2,7) I,(A(I,J),J=8,14)	FAG17570
	CALL COLM(15,18)	FAG17580
	DO 31 I=1,NROW	FAG17590
31	WRITE(2,4) I,(A(I,J),J=15,18)	FAG17600
	ELSE IF (NCOL.EQ.24) THEN	FAG17610
	CALL COLM(1,7)	FAG17620
	DO 74 I=1,NROW	FAG17630
74	WRITE(2,7) I,(A(I,J),J=1,7)	FAG17640
	CALL COLM(8,14)	FAG17650
	DO 75 I=1,NROW	FAG17660
75	WRITE(2,7) I,(A(I,J),J=8,14)	FAG17670
	CALL COLM(15,21)	FAG17680
	DO 44 I=1,NROW	FAG17690
44	WRITE(2,7) I,(A(I,J),J=15,21)	FAG17700
	CALL COLM(22,24)	FAG17710
		FAG17720
		FAG17730
		FAG17740
		FAG17750
		FAG17760

```

32      DO 32 I=1, NROW
        WRITE(2,3) I,(A(I,J),J=22,24)
        ELSE IF (NCOL.EQ.32) THEN
          CALL COLM(1,7)
          DO 82 I=1, NROW
            WRITE(2,7) I,(A(I,J),J=1,7)
            CALL COLM(8,14)
            DO 83 I=1, NROW
              WRITE(2,7) I,(A(I,J),J=8,14)
              CALL COLM(15,21)
              DO 84 I=1, NROW
                WRITE(2,7) I,(A(I,J),J=15,21)
                CALL COLM(22,29)
                DO 85 I=1, NROW
                  WRITE(2,7) I,(A(I,J),J=22,29)
                  CALL COLM(30,32)
                  DO 33 I=1, NROW
                    WRITE(2,3) I,(A(I,J),J=30,32)
                    ELSE IF (NCOL.EQ.43) THEN
                      CALL COLM(1,7)
                      DO 94 I=1, NROW
                        WRITE(2,7) I,(A(I,J),J=1,7)
                        CALL COLM(8,14)
                        DO 95 I=1, NROW
                          WRITE(2,7) I,(A(I,J),J=8,14)
                          CALL COLM(15,21)
                          DO 96 I=1, NROW
                            WRITE(2,7) I,(A(I,J),J=15,21)
                            CALL COLM(22,28)
                            DO 97 I=1, NROW
                              WRITE(2,7) I,(A(I,J),J=22,28)
                              CALL COLM(29,35)
                              DO 98 I=1, NROW
                                WRITE(2,7) I,(A(I,J),J=29,35)
                                CALL COLM(36,42)
                                DO 45 I=1, NROW
                                  WRITE(2,7) I,(A(I,J),J=36,42)
                                  CALL COLM(43,43)
                                  DO 34 I=1, NROW
                                    WRITE(2,1) I,(A(I,J),J=43,43)
                                    ELSE IF (NCOL.EQ.55) THEN
                                      CALL COLM(1,7)
                                      DO 99 I=1, NROW
                                        WRITE(2,7) I,(A(I,J),J=1,7)
                                        CALL COLM(8,14)

```

```

FAG17770
FAG17780
FAG17790
FAG17800
FAG17810
FAG17820
FAG17830
FAG17840
FAG17850
FAG17860
FAG17870
FAG17880
FAG17890
FAG17900
FAG17910
FAG17920
FAG17930
FAG17940
FAG17950
FAG17960
FAG17970
FAG17980
FAG17990
FAG18000
FAG18010
FAG18020
FAG18030
FAG18040
FAG18050
FAG18060
FAG18070
FAG18080
FAG18090
FAG18100
FAG18110
FAG18120
FAG18130
FAG18140
FAG18150
FAG18160
FAG18170
FAG18180
FAG18190
FAG18200
FAG18210
FAG18220
FAG18230
FAG18240

```

```

100 DO 100 I=1, NROW
    WRITE(2,7) I, (A(I,J), J=8, 14)
    CALL COLM(15, 21)
101 DO 101 I=1, NROW
    WRITE(2,7) I, (A(I,J), J=15, 21)
    CALL COLM(22, 28)
102 DO 102 I=1, NROW
    WRITE(2,7) I, (A(I,J), J=22, 28)
    CALL COLM(29, 35)
103 DO 103 I=1, NROW
    WRITE(2,7) I, (A(I,J), J=29, 35)
    CALL COLM(36, 42)
46 DO 46 I=1, NROW
    WRITE(2,7) I, (A(I,J), J=36, 42)
    CALL COLM(43, 49)
47 DO 47 I=1, NROW
    WRITE(2,7) I, (A(I,J), J=43, 49)
    CALL COLM(50, 55)
35 DO 35 I=1, NROW
    WRITE(2,6) I, (A(I,J), J=50, 55)

ELSE
    WRITE(2,999)
END IF

1  FORMAT(1X, I2, 1X, 1(E10.3))
2  FORMAT(1X, I2, 1X, 2(E10.3))
3  FORMAT(1X, I2, 1X, 3(E10.3))
4  FORMAT(1X, I2, 1X, 4(E10.3))
5  FORMAT(1X, I2, 1X, 5(E10.3))
6  FORMAT(1X, I2, 1X, 6(E10.3))
7  FORMAT(1X, I2, 1X, 7(E10.3))
8  FORMAT(1X, I2, 1X, 8(E10.3))
9  FORMAT(1X, I2, 1X, 9(E10.3))
10 FORMAT(1X, I2, 1X, 10(E10.3))
11 FORMAT(1X, I2, 1X, 11(E10.3))
12 FORMAT(1X, I2, 1X, 12(E10.3))
999 FORMAT(5X, 'ERROR IN OUTPUT SUBROUTINE')
555 FORMAT(//2X, A4, 2X, 'MATRIX')
    RETURN
END
C*****
C      SUBROUTINE COLM
C      WRITES THE COLUMN NUMBERS FOR THE MATRIX
C*****
FAG18250
FAG18260
FAG18270
FAG18280
FAG18290
FAG18300
FAG18310
FAG18320
FAG18330
FAG18340
FAG18350
FAG18360
FAG18370
FAG18380
FAG18390
FAG18400
FAG18410
FAG18420
FAG18430
FAG18440
FAG18450
FAG18460
FAG18470
FAG18480
FAG18490
FAG18500
FAG18510
FAG18520
FAG18530
FAG18540
FAG18550
FAG18560
FAG18570
FAG18580
FAG18590
FAG18600
FAG18610
FAG18620
FAG18630
FAG18640
FAG18650
FAG18660
FAG18670
FAG18680
FAG18690
FAG18700
FAG18710
FAG18720

```



```

CALL NULL(V2,NV2)
CALL NULL(SD,NSD)
C----- WRITE MATRICIES TO OPMATD DATA FILE-----
I = 0
IANS = 1
IDOPTD = 1
WRITE(3,150) I IANS, IDOPTD
WRITE(3,120) 55,3,14,0,1,DELT
WRITE(3,131) ((AD(I,J),J=1,55),I=1,55)
WRITE(3,132) ((BD(I,J),J=1,3),I=1,55)
WRITE(3,133) ((HD(I,J),J=1,55),I=1,14)
WRITE(3,135) ((FD(I,J),J=1,55),I=1,3)
WRITE(3,136) ((FK(I,J),J=1,14),I=1,55)
WRITE(3,137) ((GD(I,J),J=1,3),I=1,14)
WRITE(3,138) ((QD(I,J),J=1,14),I=1,14)
WRITE(3,139) ((RD(I,J),J=1,3),I=1,3)
WRITE(3,141) ((V2(I,J),J=1,14),I=1,14)
WRITE(3,130) ((SD(I,J),J=1,3),I=1,55)
C-----
120 FORMAT(5I5,5X,F10.5)
130 FORMAT(4D20.13)
131 FORMAT(1X,2HAD)
132 FORMAT(1X,2HBD)
133 FORMAT(1X,2HHD)
134 FORMAT(1X,4HGAMD)
135 FORMAT(1X,2HFD)
136 FORMAT(1X,2HEK)
137 FORMAT(1X,2HGD)
138 FORMAT(1X,2HOD)
139 FORMAT(1X,2HRD)
140 FORMAT(1X,2HV1)
141 FORMAT(1X,2HV2)
142 FORMAT(1X,2HSD)
150 FORMAT(1I,3X,1I,3X,1I)
RETURN
END
FAG19210
FAG19220
FAG19230
FAG19240
FAG19250
FAG19260
FAG19270
FAG19280
FAG19290
FAG19300
FAG19310
FAG19320
FAG19330
FAG19340
FAG19350
FAG19360
FAG19370
FAG19380
FAG19390
FAG19400
FAG19410
FAG19420
FAG19430
FAG19440
FAG19450
FAG19460
FAG19470
FAG19480
FAG19490
FAG19500
FAG19510
FAG19520
FAG19530
FAG19540
FAG19550
FAG19560
FAG19570
FAG19580
FAG19590
FAG19600
FAG19610
FAG19620
FAG19630
FAG19640
FAG19650
FAG19660

```


0.12500E-01

0.10000E+01
-0.32174E+02
0.00000E+00
0.00000E+00
0.00000E+00

0.00000E+00
0.00000E+00
0.00000E+00

0.32189E+02
0.00000E+00
0.00000E+00
0.00000E+00
-0.29145E+01
-0.89600E+00
0.13140E+02
0.00000E+00
0.00000E+00
0.00000E+00
0.15000E-01
0.00000E+00
0.00000E+00
-0.29145E+01

0.34909E+02
-0.32600E+01
0.44000E+01
0.00000E+00

0.00000E+00
0.00000E+00
0.34909E+02

0.26184E+01
0.00000E+00
0.64192E+03
-0.94700E+00
0.10000E+01
0.00000E+00
0.14896E+03
-0.14990E+01
0.00000E+00
0.10000E+01
-0.57490E+01
0.00000E+00
0.00000E+00
-0.14896E+03
0.00000E+00
0.28497E-01
0.11254E+00
-0.28300E+01
0.10000E+01
0.00000E+00
-0.83500E+00
0.13068E+02
0.00000E+00
0.00000E+00
0.10000E+00
0.28497E-01
0.00000E+00
0.00000E+00
0.00000E+00

0.10000E+05
0.00000E+00
-0.11400E+01
-0.12670E-01
0.00000E+00
0.00000E+00
0.19430E+02
-0.16090E+01
0.00000E+00
0.00000E+00
-0.11400E+01
-0.15440E-02
0.00000E+00
0.19430E+02
0.64689E+03
-0.24600E+00
0.73000E+00
0.00000E+00
0.00000E+00
0.00000E+00
0.00000E+00
0.00000E+01
0.10000E+00
0.77720E+00
0.00000E+00
0.00000E+00
0.00000E+00
0.00000E+00

0.60000E+00
0.00000E+00
0.00000E+00
0.00000E+00
0.00000E+00
-0.12953E+03
-0.15600E+02
0.00000E+00
0.00000E+00
0.00000E+01
0.00000E+00
0.00000E+00
0.00000E+03
-0.12954E+03
0.00000E+00
-0.24500E+00
-0.84920E-01
-0.25553E-01
0.69300E+01
-0.39630E+00
0.11860E+02
0.00000E+00
0.00000E+00
0.00000E+00
-0.24500E+00
0.00000E+00
0.00000E+00
-0.69300E+01

AIRCRAFT FLIGHT CONDITIONS AND SAMPLING TIME

MACH = 0.6000E+00 ALT = 0.1000E+05 ALPHA = 0.2618E+01
 NZ = 0.1000E+01 TS = 0.1250E-01

CONTROL PARAMETERS, AND FAILURE PARAMETERS

START TIME = 0 STOP TIME = 240
 AMPLITUDE = 0.10E+01 CONTROL NUMBER = 1
 RIGHT STAB FAILURE = 0 LEFT STAB FAILURE = 0

FX MATRIX

	1	2	3	4
1	0.000E+00	0.000E+00	0.000E+00	-0.322E+02
2	0.000E+00	-0.114E+01	0.642E+03	0.000E+00
3	0.000E+00	-0.127E-01	-0.947E+00	0.000E+00
4	0.000E+00	0.000E+00	0.100E+01	0.000E+00

GX MATRIX

	1	2	3
1	0.000E+00	0.000E+00	0.000E+00
2	-0.130E+03	0.194E+02	-0.149E+03
3	-0.156E+02	-0.161E+01	0.150E+01
4	0.000E+00	0.000E+00	0.000E+00

HX MATRIX

	1	2	3	4
1	0.000E+00	0.000E+00	0.100E+01	0.000E+00
2	0.000E+00	-0.114E+01	-0.575E+01	0.000E+00
3	0.000E+00	0.154E-02	0.000E+00	0.000E+00

DX MATRIX

	1	2	3
1	0.000E+00	0.000E+00	0.000E+00
2	-0.130E+03	0.194E+02	-0.149E+03
3	0.000E+00	0.000E+00	0.000E+00

FYZ MATRIX

1	-0.245E+00-0.647E+03	0.285E-01	0.322E+02
2	0.849E-02-0.246E+00	0.113E+00	0.000E+00
3	-0.256E-01	0.730E+00-0.283E+01	0.000E+00
4	0.000E+00	0.000E+00	0.100E+01

GYZ	MATRIX			
1	-0.693E+01	0.000E+00	0.000E+00-0.291E+01	0.349E+02
2	-0.396E+00	0.000E+00-0.835E+00-0.326E+01		
3	0.119E+02	0.000E+00	0.131E+02	0.440E+01
4	0.000E+00	0.000E+00	0.000E+00	0.000E+00

HYZ	MATRIX		
1	0.000E+00	0.100E+01	0.000E+00
2	0.000E+00	0.000E+00	0.000E+00
3	-0.245E+00	0.777E+00	0.285E-01

DYZ	MATRIX			
1	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	-0.693E+01	0.000E+00	0.000E+00-0.291E+01	0.349E+02

AIR DATA CALCULATIONS

T = 0.4831D+03 RHO = 0.1755D-02 PSI = 0.1455D+04
A = 0.1078D+04 QC = 0.3671D+03 RI = 0.2522D+00

GMO	MATRIX					
1	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	-0.648E+02-0.648E+02	0.971E+01	0.971E+01-0.745E+02-0.745E+02	0.000E+00	0.000E+00	0.000E+00
3	-0.780E+01-0.780E+01	0.804E+00-0.804E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
4	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
5	0.693E+01-0.693E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
6	0.396E+00-0.396E+00	0.000E+00	0.000E+00	0.835E+00-0.835E+00	0.000E+00	0.000E+00
7	-0.119E+02	0.119E+02	0.000E+00	0.000E+00	0.131E+02-0.131E+02	0.000E+00
8	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
9	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
10	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

```

3 0.000E+00 0.000E+00 0.000E+00 0.000E+00
4 0.000E+00 0.000E+00 0.000E+00 0.000E+00
5 -0.291E+01 0.175E+02 0.175E+02 0.175E+02
6 -0.896E+00-0.163E+01-0.163E+01 0.163E+01
7 0.131E+02 0.220E+01 0.220E+01 0.220E+01
8 0.000E+00 0.000E+00 0.000E+00 0.000E+00

```

```

LNG MATRIX
1 0.500E+00 0.500E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
2 0.000E+00 0.000E+00 0.500E+00 0.500E+00 0.000E+00 0.000E+00 0.000E+00
3 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.500E+00 0.500E+00 0.000E+00
8 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
9 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
10 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00

```

```

LAT MATRIX
1 -0.100E+01 0.100E+01 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
2 0.000E+00 0.000E+00 0.100E+01-0.100E+01 0.000E+00 0.000E+00 0.000E+00
3 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.100E+01 0.100E+01 0.000E+00
4 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00-0.100E+01
5 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
8 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
9 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
10 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00

```

```

FM MATRIX
1 0.000E+00 0.000E+00 0.000E+00-0.322E+02 0.000E+00 0.000E+00 0.000E+00
2 0.000E+00-0.114E+01 0.642E+03 0.000E+00 0.000E+00 0.000E+00 0.000E+00
3 0.000E+00-0.127E-01-0.947E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
4 0.000E+00 0.000E+00 0.100E+01 0.000E+00 0.000E+00 0.000E+00 0.000E+00
5 0.000E+00 0.000E+00 0.000E+00 0.000E+00-0.245E+00 0.000E+00 0.000E+00
6 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.849E-02-0.246E+03 0.000E+00
7 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00-0.113E+00
8 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00-0.283E+01
1 0.000E+00
2 0.000E+00
3 0.000E+00

```


[illegible]

0.000E+00
 5 0.000E+00 0.000E+00 0.000E+00 0.509E-01 0.000E+00-0.509E-01 0.000E+00
 0.305E+00
 6 0.000E+00-0.146E-01 0.000E+00 0.156E-01 0.000E+00-0.156E-01 0.000E+00
 -0.284E-01
 7 0.000E+00 0.228E+00 0.000E+00-0.229E+00 0.000E+00 0.229E+00 0.000E+00
 0.384E-01
 8 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 9 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 10 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 11 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 12 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 13 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 14 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 15 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 16 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 17 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 18 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 19 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 20 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 21 0.100E+01 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 22 -0.497E+02 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 23 0.000E+00 0.000E+00 0.100E+01 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 24 0.000E+00-0.123E+04-0.497E+02 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 0.000E+00
 25 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.100E+01 0.000E+00 0.000E+00
 0.000E+00
 26 0.000E+00 0.000E+00 0.000E+00-0.563E+04-0.885E+02 0.000E+00 0.000E+00
 0.000E+00
 27 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.100E+01
 0.000E+00
 28 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00-0.563E+04-0.885E+02

```

0.000E+00
29 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
0.000E+00
30 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
-0.520E+04
31 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
0.000E+00
32 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
0.000E+00

```

```

31 32
1 0.000E+00 0.000E+00 0.000E+00 0.000E+00
2 0.000E+00 0.000E+00 0.000E+00 0.000E+00
3 0.000E+00 0.000E+00 0.000E+00 0.000E+00
4 0.000E+00 0.000E+00 0.000E+00 0.000E+00
5 0.000E+00 0.000E+00 0.000E+00 0.000E+00
6 0.000E+00 0.000E+00 0.000E+00 0.000E+00
7 0.000E+00 0.000E+00 0.000E+00 0.000E+00
8 0.000E+00 0.000E+00 0.000E+00 0.000E+00
9 0.000E+00 0.000E+00 0.000E+00 0.000E+00
10 0.000E+00 0.000E+00 0.000E+00 0.000E+00
11 0.000E+00 0.000E+00 0.000E+00 0.000E+00
12 0.000E+00 0.000E+00 0.000E+00 0.000E+00
13 0.000E+00 0.000E+00 0.000E+00 0.000E+00
14 0.000E+00 0.000E+00 0.000E+00 0.000E+00
15 0.000E+00 0.000E+00 0.000E+00 0.000E+00
16 0.000E+00 0.000E+00 0.000E+00 0.000E+00
17 0.000E+00 0.000E+00 0.000E+00 0.000E+00
18 0.000E+00 0.000E+00 0.000E+00 0.000E+00
19 0.000E+00 0.000E+00 0.000E+00 0.000E+00
20 0.000E+00 0.000E+00 0.000E+00 0.000E+00
21 0.000E+00 0.000E+00 0.000E+00 0.000E+00
22 0.000E+00 0.000E+00 0.000E+00 0.000E+00
23 0.000E+00 0.000E+00 0.000E+00 0.000E+00
24 0.000E+00 0.000E+00 0.000E+00 0.000E+00
25 0.000E+00 0.000E+00 0.000E+00 0.000E+00
26 0.000E+00 0.000E+00 0.000E+00 0.000E+00
27 0.000E+00 0.000E+00 0.000E+00 0.000E+00
28 0.000E+00 0.000E+00 0.000E+00 0.000E+00
29 0.100E+01 0.000E+00 0.000E+00 0.000E+00
30 -0.995E+02 0.000E+00 0.000E+00 0.000E+00
31 0.000E+00 0.000E+00 0.000E+00 0.100E+01
32 0.000E+00 -0.520E+04 -0.995E+02 0.000E+00

```

```

GP      MATRIX
1 1 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
2 2 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00

```


[illegible]

38	0	101E-02	0	251E-04	0	872E-07	0	185E-09	0	453E-02	0	251E-04
39	-0	530E+00	0	133E-01	0	457E-04	0	961E-07	0	245E+01	0	133E-01
40	-0	301E+00	0	733E-01	0	262E-06	0	554E-09	0	136E-01	0	733E-01
41	-0	160E+00	0	399E-01	0	137E-03	0	288E-06	0	735E+01	0	399E-01
42	-0	242E-02	0	434E-04	0	219E-06	0	589E-09	0	380E-02	0	434E-04
43	-0	146E+01	0	267E-01	0	131E-03	0	346E-06	0	249E+01	0	267E-01
1	0	106E-10	0	145E-06	0	354E-09	0	145E-06	0	354E-09	0	136E-06
2	-0	414E-06	0	133E-02	0	644E-05	0	133E-02	0	644E-05	0	150E-01
3	-0	399E-07	0	167E-03	0	709E-06	0	167E-03	0	709E-06	0	159E-03
4	-0	129E-09	0	107E-05	0	330E-08	0	107E-05	0	330E-08	0	101E-05
5	-0	313E-07	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	722E-03
6	-0	201E-08	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	175E-03
7	-0	604E-07	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	272E-02
8	-0	195E-09	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	174E-04
9	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
10	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
11	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
12	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
13	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
14	0	664E-04	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
15	0	306E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
16	-0	755E+02	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
17	0	000E+00	0	887E+00	0	645E-02	0	000E+00	0	000E+00	0	000E+00
18	0	000E+00	0	144E+02	0	184E+00	0	887E+00	0	645E-02	0	000E+00
19	0	000E+00	0	000E+00	0	000E+00	0	144E+02	0	184E+00	0	000E+00
20	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
21	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	923E+00
22	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	110E+02
23	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
24	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
25	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
26	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
27	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
28	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
29	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
30	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
31	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
32	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
33	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
34	-0	173E-05	0	901E-02	0	352E-04	0	901E-02	0	352E-04	0	856E-02
35	-0	906E-03	0	488E+01	0	187E-01	0	488E+01	0	187E-01	0	463E+01
36	-0	204E-05	0	482E-02	0	340E-01	0	482E-02	0	340E-01	0	380E-01
37	-0	123E-08	0	319E-04	0	213E-07	0	319E-04	0	386E-07	0	251E+02
38	-0	872E-07	0	117E-04	0	000E+00	0	117E-04	0	000E+00	0	113E-03
39	-0	457E-04	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	941E-02
40	-0	262E-06	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	509E+01
41	-0	137E-03	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	147E-01
42	-0	137E-03	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	1793E+01

1	0.	000E+	00
2	0.	000E+	00
3	0.	000E+	00
4	0.	000E+	00
5	0.	000E+	00
6	0.	000E+	00
7	0.	000E+	00
8	0.	000E+	00
9	0.	000E+	00

```

10 000E+00
11 000E+00
12 000E+00
13 000E+00
14 000E+00
15 000E+00
16 000E+00
17 000E+00
18 000E+00
19 000E+00
20 000E+00
21 000E+00
22 000E+00
23 000E+00
24 000E+00
25 000E+00
26 000E+00
27 000E+00
28 000E+00
29 000E+00
30 000E+00
31 000E+00
32 000E+00
33 000E+00
34 000E+00
35 000E+00
36 000E+00
37 000E+00
38 000E+00
39 000E+00
40 000E+00
41 000E+00
42 000E+00
43 000E+00
44 000E+00
45 000E+00
46 000E+00
47 000E+00
48 000E+00
49 000E+00
50 000E+00
51 000E+00
52 000E+00
53 000E+00
54 000E+00
55 000E+00
56 000E+00
57 000E+00
58 000E+00
59 000E+00
60 000E+00
61 000E+00
62 000E+00
63 000E+00
64 000E+00
65 000E+00
66 000E+00
67 000E+00
68 000E+00
69 000E+00
70 000E+00
71 000E+00
72 000E+00
73 000E+00
74 000E+00
75 000E+00
76 000E+00
77 000E+00
78 000E+00
79 000E+00
80 000E+00
81 000E+00
82 000E+00
83 000E+00
84 000E+00
85 000E+00
86 000E+00
87 000E+00
88 000E+00
89 000E+00
90 000E+00
91 000E+00
92 000E+00
93 000E+00
94 000E+00
95 000E+00
96 000E+00
97 000E+00
98 000E+00
99 000E+00
100 000E+00

```

BPS	MATRIX	1	2	3	4	5	6	7
1	0.178E-07	0.178E-07	0.178E-07	0.206E-08	0.206E-08	0.118E-08	0.118E-08	0.000E+00
2	-0.641E-03	-0.641E-03	0.730E-04	0.730E-04	0.432E-03	0.432E-03	0.432E-03	0.000E+00
3	-0.611E-04	-0.611E-04	0.735E-05	0.735E-05	0.446E-05	0.446E-05	0.446E-05	0.000E+00
4	-0.208E-06	-0.208E-06	0.245E-07	0.245E-07	0.144E-07	0.144E-07	0.144E-07	0.000E+00
5	0.476E-04	0.476E-04	0.000E+00	0.000E+00	0.103E-04	0.103E-04	0.103E-04	0.235E-04
6	0.308E-05	0.308E-05	0.000E+00	0.000E+00	0.493E-05	0.493E-05	0.493E-05	0.212E-04
7	0.924E-04	0.924E-04	0.000E+00	0.000E+00	0.770E-04	0.770E-04	0.770E-04	0.310E-03
8	-0.316E-06	-0.316E-06	0.000E+00	0.000E+00	0.249E-06	0.249E-06	0.249E-06	0.103E-05
9	0.934E-01	0.934E-01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
10	0.109E+02	0.109E+02	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

15	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
16	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
17	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
18	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
19	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
20	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
21	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
22	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
23	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
24	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
25	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
26	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
27	0.293E+00	0.367E+02	0.000E+00	0.000E+00	0.000E+00	0.000E+00
28	0.000E+00	0.000E+00	0.263E+00	0.000E+00	0.000E+00	0.000E+00
29	0.000E+00	0.000E+00	0.325E+02	0.000E+00	0.000E+00	0.000E+00
30	0.000E+00	0.000E+00	0.000E+00	0.263E+00	0.000E+00	0.000E+00
31	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.325E+02	0.000E+00
32	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
33	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
34	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
35	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
36	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
37	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
38	-0.930E-03	0.153E-02	0.000E+00	0.000E+00	0.000E+00	0.000E+00
39	0.488E+00	0.805E+00	0.153E-02	0.000E+00	0.153E-02	0.000E+00
40	0.136E-02	0.205E+00	0.000E+00	0.000E+00	0.805E+00	0.000E+00
41	-0.713E+00	0.108E+00	0.000E+00	0.000E+00	0.205E-03	0.000E+00
42	-0.414E-03	0.222E-02	0.000E+00	0.000E+00	0.108E+00	0.000E+00
43	0.248E+00	0.133E+01	0.000E+00	0.000E+00	0.222E-02	0.000E+00

GAIN MATRIX

1	0.100E+01	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	0.100E+01	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
4	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00
5	0.000E+00	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00
6	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00
7	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.100E+01	0.000E+00
8	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.100E+01
9	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
10	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

5 0.000E+00
6 0.000E+00
7 0.000E+00
8 0.000E+00
9 0.100E+01
10 0.100E+01

FUNCTION VALUES

LONGITUDINAL FUNCTION VALUES

F012 = 0.1606D+01 F020 = 0.7000D+01 F022 = 0.0000D+00
F024 = 0.3666D+01 F025 = 0.1700D+02 F027 = 0.3477D+01
F028 = 0.2965D+02 F29U = 0.3401D+02 F29L = 0.0000D+00
F32A = 0.2724D+00 F32B = 0.1174D+00 F037 = 0.1000D+01
F040 = 0.1235D+00 F068 = 0.3362D+00

LATERAL FUNCTION VALUES

F001 = 0.3220D+01 F004 = 0.1388D-16 F006 = 0.2000D+00
F007 = 0.1000D+02 F013 = 0.1516D+00 F031 = 0.1600D+00
F034 = 0.1000D+01 F035 = 0.1000D+01 F036 = 0.1000D+01
F039 = -.2220D-15 F041 = 0.1000D+01 F093 = 0.0000D+00
F101 = 0.0000D+00

DIRECTIONAL FUNCTION VALUES

F010 = 0.8440D+00 F014 = 0.1975D+00 F017 = 0.0000D+00
F030 = 0.6076D+00 F038 = -.8240D-01 F042 = 0.7610D+00
F045 = 0.1000D+01 F090 = 0.1650D+02 F096 = 0.8008D+00
F112 = 0.0000D+00 F113 = 0.4000D-04 F114 = 0.8234D-01

FILTER COEFFICIENTS

P2N1 = 0.1000D+01 P2N2 = -.4118D+00 P2D = 0.4118D+00
 P5N1 = 0.1351D+00 P5N2 = 0.1351D+00 P5D = 0.7297D+00
 P9N1 = 0.1250D-01 P9N2 = 0.0000D+00 P9D = 0.1000D+01
 P11N1 = 0.1577D-01 P11N2 = 0.1577D-01 P11D = 0.9685D+00
 P12N1 = 0.7849D-02 P12N2 = 0.7849D-02 P12D = 0.9843D+00
 Y3N1 = 0.9938D+00 Y3N2 = -.9938D+00 Y3D = 0.9876D+00
 Y5N1 = 0.1494D+01 Y5N2 = -.1469D+01 Y5D = 0.9753D+00

CONTROL SYSTEM COEFFICIENTS

LONGITUDINAL COEFFICIENTS

QST1 = -.2574D-02 QST2 = 0.7481D-03 QST3 = 0.2144D+00
 NZST1 = -.1914D-01 NZST2 = -.2108D+00 NZST3 = -.1314D+00
 PXST1 = 0.3828D-01 PXST2 = 0.1945D+01 AALE1 = 0.4124D-01
 AALE2 = 0.2095D-01 AATE1 = 0.2188D-01 AATE2 = 0.1103D-01

LATERAL COEFFICIENTS

RRST = 0.2400D-01 PYST = 0.9764D+00 PZST = -.1166D-16
 RRLE = 0.0000D+00 PYLE = 0.0000D+00 RRTE = 0.1920D-01
 PYTE = 0.7811D+00 RRA = 0.6000D-01 PYA = 0.2441D+01
 PZA = -.2916D-16

DIRECTIONAL COEFFICIENTS

YRR1 = 0.8564D-02 YRR2 = -.6894D+00 NYR = 0.1650D+02

11 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 12 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00

BC MATRIX

1 0.000E+00 0.000E+00 0.000E+00
 2 0.000E+00 0.000E+00 0.000E+00
 3 0.000E+00 0.000E+00 0.000E+00
 4 0.000E+00 0.000E+00 0.000E+00
 5 0.100E+01 0.000E+00 0.000E+00
 6 0.000E+00 0.000E+00 0.000E+00
 7 0.000E+00 0.000E+00 0.000E+00
 8 0.000E+00 0.000E+00 0.000E+00
 9 0.000E+00 0.000E+00 0.000E+00
 10 0.000E+00 0.000E+00 0.000E+00
 11 0.000E+00 0.100E+01 0.000E+00
 12 0.000E+00 0.000E+00 0.100E+01

CC MATRIX

1 -0.257E-02 0.748E-03 0.191E-01 0.211E+00 0.383E-01 0.000E+00 0.000E+00
 2 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.412E-01 0.000E+00
 3 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.219E-01
 4 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 5 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 6 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 7 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 8 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 9 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 10 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 11 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 12 0.856E-02 0.494E-02 0.780E-04 0.317E-02 0.000E+00 0.000E+00 0.000E+00

DFC MATRIX

1 0.214E+00 0.131E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 2 0.000E+00 0.000E+00 0.209E-01 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 3 0.000E+00 0.000E+00 0.110E-01 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 4 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.240E-01 0.000E+00 0.000E+00
 5 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00

[illegible]

LIST OF REFERENCES

1. General Electric Company, Interim Report, AFFDL-TR, Self-Repairing Digital Flight Control System Study, by P. Briggs, May 1983.
2. Chandler, P. R., Self-Repairing Flight Control System Reliability and Maintainability Program-Executive Overview, Proc. 1984 NAECON, pp. 586-590, May 21-25, 1984.
3. McDonnell Aircraft Company, MDC A7813, F/A-18A Flight Control System Design Report, Vol. I, by D. Groll, December 1982.
4. Cadzow, J., Discrete-Time Systems, pp. 364-366, Prentice-Hall, Inc., 1973.
5. NASA Langlay Research Center, L-11769, Oracles - A System for Linear-Quadratic-Gaussian Control Law Design, by E. Armstrong, April 1978.
6. Shevell, R., Fundamentals of Flight, pp. 63-70, Prentice-Hall, Inc., 1983.
7. McDonnell Aircraft Company, MDC A7813, F/A-18A Flight Control System Design Report, Vol. II, by R. Moomaw, June 1984.
8. Ogata, K., Modern Control Engineering, pp. 675-678, Prentice-Hall, Inc., 1970.

INITIAL DISTRIBUTION LIST

	No. of Copies
1. Defense Technical Information Center Cameron Station Alexandria, Virginia 22304-6145	2
2. Library, Code 0142 Naval Postgraduate School Monterey, California 93943-5002	2
3. Department Chairman, Code 67 Department of Aeronautics Naval Postgraduate School Monterey, California 93943-5000	1
4. Professor D. J. Collins, Code 67Co Department of Aeronautics Naval Postgraduate School Monterey, California 93943-5000	1
5. Dr. Marle D. Hewett Sparta Inc. 23293 South Pointe Dr. Suite 250 Laguna Hills, California 92653	1
6. Mr. Mark Franko Naval Air Test Center Code SA60H Patuxent River, Maryland 20670	1
7. LT D. C. Rigterink Fleet Air Reconnaissance Squadron Three FPO San Francisco, California 96601	1
8. LT Fred W. Rojek 2103 Agecroft Road Virginia Beach, Virginia 23454	3
9. John J. Morrow Code 338 Naval Weapons Center China Lake, California 93555-6001	1

10. Dale B. Atkinson 1
Air 5164
Naval Air Systems Command
Washington, D.C. 20361
11. Tor W. Jensen 1
Code 6013
Naval Air Development Center
Warminster, PA 18974

51
18070

2

51

DUDLEY KNOX LIBRARY
NAVAL POSTGRADUATE SCHOOL
MONTREY, CALIFORNIA 93943-5002

Thesis

R6879

c.2

Rojek

Development of a mathematical model that simulates the longitudinal, and lateral-directional response of the F/A-18 for the study of flight control reconfiguration.

221163

13 OCT 88
25 JUL 88

00104

Thesis

R6879

c.1

Rojek

Development of a mathematical model that simulates the longitudinal, and lateral-directional response of the F/A-18 for the study of flight control reconfiguration.

221162

thesR6879

Development of a mathematical model that



3 2768 000 76076 3

DUDLEY KNOX LIBRARY